

Master Plan

For

The Town of Barnesville, MD

Final draft published by Barnesville Planning Commission, November 14, 2020

Public Hearing, July 18, 2020

Final Public Hearing, November 14, 2020

Approved by Barnesville Planning Commission, November 14, 2020

Transmitted to Barnesville Commissioners, November 14, 2020

Adopted by The Town of Barnesville Commissioners, March 29, 2021

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Updates

April 11, 2021

Zoning Map labels corrected.

Repagination

Executive Summary

The following actions are recommended in this Master Plan. Some will require changes to ordinances, some will require decisions and expenditures by Town Commissioners, others will be accomplished by citizen advocacy.

Zoning

1. Amend definition and use restrictions on any property used as a tourist home; require the property owner to register Barnesville short term rental offerings with Montgomery County office and comply with those regulations.
2. Change parking requirements for home offices and accessory buildings used for craft, antique or other sales.
3. Amend Development Standards for Utilities to include cellular communication towers (this conforms to other legislation already adopted regarding 5G cell services).
4. Do not add Agritourism as a use in Zoning Ordinance.
5. Create and require a Use Permit to augment the Building Permit requirement process.
6. Add a definition of "vehicle," clarifying what kinds of vehicles are associated with permitted business uses including home occupations, craft studios, professional offices, and so forth.
7. Add a footnote to Uses Section that clarifies how vehicles with commercial signage or obvious commercial functions shall be parked.
8. Add a definition of "sales" to the ordinance, clarifying that sales shall be a minor part of the overall activity in home-based businesses and when part of a business, shall emphasize products produced in Barnesville or in the Agricultural Reserve that surrounds the Town.
9. Add a definition of "Special Exception" to the Ordinance.
10. Add an instruction to Board of Appeals to include in its rules of procedure the requirements for "expedited" versus "routine" requests for Special Exception and clarify what kinds of projects may use the expedited process.

Subdivision

1. Add a definition of "Site Plan."
2. Add that Planning Commission may require site plan approval as a condition for granting Subdivision Approval.
3. Add a definition for Pedestrian Path/Bike Path.
4. Change Section 10, plat submission, to specify who must sign plat.
5. Reduce the required number of plan documents to submit from fifteen to ten.
6. Change the plat submission requirements to conform to new rules at Montgomery County Land Records office.
7. Add that Town Clerk is the official charged with maintaining and securing land records for Town.
8. Add a definition of Accessory Dwelling Unit (ADU).

9. Add a requirement that Preliminary Plan applications include proposals for ADUs on new parcels, sharing any Health Department approved well and septic capacity for the parcel with main residence.

Forest Conservation

1. Modify Forest Conservation ordinance to require that each applicant for building permit submit list of trees that will be removed if a new structure is to be built, or an existing structure increased in size; review to be conducted by Planning Commission.
2. Encourage the planting of native species.

Building and Use Permits

1. Modify building permit form to require applicant submit site lines and view sheds when requesting permit for new structure, or a building size is being increased.
2. Modify Building Permit form to include instructions on how and where to submit it.
3. Create a form for Use Permit with recommended fees. This form is particularly important for new structures which may have new or more uses than residence for one family or individual.

Capital Projects

1. Request Verizon to relocate the service box that sits adjacent to Barnesville Road.
2. Advocate for power lines, both in Town and in the surrounding area, to be undergrounded. The goal is to reduce outages from downed trees or limbs.
3. Construct new sidewalk segments in public right-of-way where feasible and use appropriate materials for each segment.
4. For all exterior lighting, including street lighting, move to full cutoff dark sky compliant light fixtures.
5. Continue the development of Lillard's Corner in accordance with the overall plan for the park prepared in 2020.
6. Develop a comprehensive stormwater management plan to address the excessive stormwater run-off caused by climate change and an increase in impervious surfaces.

Support for Policies Within Barnesville

1. Convince State of MD transportation authorities to add crosswalks at key intersections.
2. Approach owner of vacant land across from Town Hall about securing an acre +/- for Town Hall parking.
3. Continue enforcing speed limits in Town, including speed cameras, hiring off duty police officers and other strategies that prove effective.
4. Town Commissioners should request the Planning Commission to prepare annually an inventory of vacant residential or other buildings in Town, including an estimate of the

maintenance of structure and grounds, with recommendations for code inspections as appropriate.

5. Encourage all residents to practice water conservation.
6. Encourage residents to do regular testing of well water quality.
7. Encourage residents to regularly monitor their wastewater/septic systems.
8. Encourage residents to limit use of chemicals that will harm groundwater or wildlife.
9. Residents who are engaged in agriculture should use “best management practices” for all animal waste and other factors.
10. Residents who have underground tanks for chemicals should remove them as required by law.
11. Residents should limit use of machinery that generates high noise levels.
12. Continue tree beautification efforts, especially with street trees.
13. Increase fees for Town Hall rentals to add a small parking fee.
14. Continue strategies that support Barnesville’s appearance and function as a “rural village.”
15. Support policy that Town won’t initiate annexations through 2040, although it may respond to requests initiated by adjacent property owners.
16. Encourage installation of alternative energy generation, including solar and wind as permitted in zoning ordinance.
17. Encourage continued activities by the Sustainable Barnesville committee to promote environmental preservation and community well-being.
18. Provide regular information to Town residents about rules for home businesses and how to use the special exception process when it is needed; use newsletters, emails, website pages and other means.
19. Also provide regular information to residents about rules for home sharing and accessory apartments and how to use the special exception process when it is needed.
20. Add hyperlinks on Town website for any businesses based in Barnesville when such businesses request listing and are in compliance with Town regulations.

Support for Policies Outside Barnesville

1. Continue working for parking improvements and expansion of service at MARC station by coordinating with State and County agencies.
2. Explore opportunities to bring Ride On transit services to Barnesville MARC.
3. Support for Montgomery County Water and Sewer Plan.
4. Support for Montgomery County procedures for Stormwater Control. We may need to work with other organizations such as Chesapeake Bay Foundation, EPA, DEP, and other environmental groups in obtaining grants to address stormwater run-off.
5. Strongly oppose any new Potomac River Bridge crossing that brings new roadways into Agricultural Reserve.
6. Strongly support continuity of policies and laws that protect Montgomery County’s Agricultural Reserve.

7. Support conversion of the Dickerson power plant and its supporting infrastructure to renewable energy (i.e. large scale solar).
8. Support the construction of new Poolesville High School, to include up county services “Fair Access.”

Support for Policies to Mitigate Climate Change

1. Town Commissioners support future legislation at the state or county level to promote all new construction, major renovations and appliance replacement to include electrical usage only. No natural gas, home heating oil, or propane. Ensure adequate building codes to insulate new/renovated buildings and reduce energy use.
2. Work with [Montgomery County RainScapes](#) program to encourage homeowners with runoff problems to capture and redirect this water back into the ground.
3. Continue to work with MDOT, Chesapeake Bay Foundation, and other groups to evaluate storm water runoff problems on the Town’s roads and mitigate these.
4. Increase support for reforestation and habitat restoration by recognizing and encouraging programs such as Tree Montgomery, RELEAF THE RESERVE, and NWF Habitat Certification Program by promoting in the Tidbit and displays at Town Hall.
5. When Community Choice Energy (CCE) is passed at the State giving municipalities the right to negotiate directly with utility providers, Barnesville Commissioners should enter into these discussions to negotiate renewable energy sourced electricity for the Town, at a lower group rate.
6. Set as a goal for our community to qualify for the Community Habitat Certification through NWF. Have an educational aspect to the new Town park promoting habitat restoration and native tree planting.
7. Provide informational presentations to members of the Town on climate change, electric vehicles, solar panels, energy conservation and energy conservation programs sponsored by the utility companies, habitat restoration, wetland and rain garden identification, installation and care, Montgomery County RainScapes program and Emergency Preparedness by Montgomery County Health and Human Services Department.
8. Town will continue its efforts to have sidewalks built from the center of Town to the train station. Participate in the Community Advisory Group to Montgomery County’s Pedestrian Master Plan.
9. Look for additional places for trees to be planted along our roadways through the MCDOT street tree program.

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Chapter 1. Present Conditions

1.1 Introduction

This chapter describes the history and provides a general description of the present conditions in the Town of Barnesville, including the methods used by the Town to regulate land uses.

1.2 Purposes and Goals of the Plan

Throughout the years, Barnesville has emphasized its efforts to remain small, quiet and well preserved. In the midst of current public debate about transportation corridors, land use and development matters, the citizens are committed to achieving a spirit of mutual respect with the County and State governments that will allow the Town to maintain its undisturbed boundaries and simplistic way of life as a rural residential community. Barnesville, "A Caring Community," seeks to preserve its heritage and control its future growth through its own thoughtful and intelligent actions.

This legacy, if it is to be protected for future generations, requires vigilance and dedication on the part of the citizens of the Town and their elected and appointed officials. Part of that vigilance involves careful planning to anticipate the pressures for change, which the Town inevitably will face. Therefore, the Planning Commission and the citizens of the Town of Barnesville have prepared this Plan, as well as revisions to our Zoning Ordinance, Subdivision Ordinance and Forest Conservation Ordinance, to guide the Town into the future.

Barnesville residents have identified community assets which this Plan will strive to preserve:

1. A rural village that is primarily residential, with very limited commercial presence.
2. Status as a municipality under Maryland law, including the ability to govern zoning and land uses within the Town.
3. Residential uses that permit agriculture and work-at-home activities.
4. Close links to the Agricultural Reserve that surround our Town.
5. Views of Sugarloaf Mountain, forests and farms.
6. Tradition of "all are welcome events" such as holiday parties, annual dinner, etc.
7. Historic Town Hall that is used extensively for Town events as well as private events hosted by residents.
8. Safe streets and close access to commuter rail at the MARC station.
9. Care for our water supply, streams and other environmental assets.
10. Reliance on Montgomery County Government for most of the public services needed to serve residents.
11. Postal service within the Town.
12. Excellent cooperation between the Town and churches located within our boundaries.

1.3 Barnesville 1747 to Present

The earliest reference to the settlement of Barnesville is a survey for a land patent to Jeremiah Hays, recorded on December 10, 1747. Barnesville was named for William Barnes who owned land and built the first house within its boundaries. The Town is located at the top of a hill. Throughout the Town, this hilltop location allows views of the mountains across the Potomac River, of Sugarloaf Mountain, and of the valleys and rolling farmland on all sides. Situated in the midst of what was once a rich tobacco-growing region in Montgomery County, Maryland, Barnesville was incorporated as a municipality known as "The Commissioners of Barnesville, Maryland" by an act of the General Assembly of Maryland in 1888. (For a more detailed description of the history of Barnesville, see Appendix 1.)

Barnesville grew up slowly through World Wars I and II, while remaining a rural small town. The wide mix of housing styles in town reflects the many decades of construction, including new homes and additions to existing homes. In the mid-1920s, a group of residents formed an organization to build the Town Hall, a wood frame structure at the corner of Barnesville and Old Hundred Road (formerly known as Stone Street). By the 1950's, Barnesville felt the effects of a growing population, business enterprises, and surrounding government intervention. Properties were annexed and building, and business permits became a necessity. The first Master Plan and Zoning Ordinance were adopted in 1959. Threats of removing the post office were halted by petitions to Senator J. Glenn Beall. The Post Office, formerly in the Barnesville General Store, subsequently moved to the Price home (see Appendix 1) and later still, to a stand-alone building across from the Hilton Funeral Home. Barnesville made its debut in Hollywood when portions of the film "Lilith," featuring Warren Beatty, were filmed here during the summer of 1963.

Barnesville was a proud participant in our Country's Bicentennial Celebration. The Town commissioned a commemorative coin for the occasion, held a ceremony to dedicate the Town Flag, and concluded a year of celebration on July 4, 1976 with a grand parade and community picnic.

Celebrations continued with a 100th anniversary of incorporation celebration in September of 1988, highlighted by a Civil War reenactment. The Town also buried a "Time Capsule" in 1998 that contains mementos from many of the citizens. Buried at the site of the well, a landmark located at the corner of Barnesville and Beallsville Roads, its plaque announces the intention that it remain buried for 100 years, although noting that it may be "opened before that time if desired."

Currently, in addition to a variety of civic and church-sponsored events, the Town holds an annual Town dinner for all its citizens. It supports Halloween activities sponsored by the Lions Club, hosts an evening of caroling and treats around the Town Christmas Tree, and continues as the location for the annual July picnic sponsored by St. Mary's Catholic Church. Following

the re-opening of the Town Hall in 2008, residents gather from time to time for family movies, baking contests and other community events.

The Town has a website on the Internet (www.barnesvillemd.org) that includes links to the elected Town Commissioners, notices, official documents and other useful material.

Although the population of Barnesville was quite stable throughout the 20th Century, there have been changes in the make-up of it. Through the first half of the century, there was a large minority of African American families in the Town, many dating back decades. Many of these families have dispersed. One consequence was a greatly decreased minority population in Barnesville by the end of the 20th Century. Our information is based on conversations with Town residents who have lived here since birth or childhood and are now in their 80s.

Census data supports the view of Barnesville as a stable residential community, with a fairly large number of young families. While we await new data gathered in 2020, we will review patterns documented in the [2010 Census](#). A decade ago, Barnesville had a population of 172 persons in 67 households. One hundred fifty-seven persons were white, while 15 are of other races and various ethnic backgrounds. The median age is 48 years, and 27% of the population is under 21 years. There were 71 housing units (all single-family), 67 occupied. The population was relatively highly educated, with 58% of the adults having a bachelor or higher degree.

Data Source: US Dept. of Census, Demographic and housing estimates for 2018 Table DP05 and others; all data have margin of error.

- Total Population = 140 (race: White 138, Asian 2)
- Male = 75, Female = 65
- Total # of households = 51
- Average household size = 2.75 persons
- Single-family residences = 100%
- Owner occupied = 86.3%
- Age Over 18 = 107, under 18 = 33
- Workers who commute = 78. Of those, 68% drive alone, 2.6% by public transportation, others carpool
- Place of work within MD = 88.5%
- Education of population over 18 years = 103 of 107 are high school graduates, and 57 have college degree or higher
- Median earnings for individuals over 25 = \$51,875
- Language(s) spoken at home = English for 122 individuals, another language for 8

Auto access from Barnesville to neighboring towns and counties is on roads controlled by the State of Maryland and Montgomery County. Barnesville itself neither owns nor controls any roads. Maryland Route 109 enters Barnesville from the north (Old Hundred Road), which turns

to the west onto Barnesville Road then immediately turns south (Beallsville Road) toward the town of Poolesville. The State of Maryland controls this road. Two other roads in town (Barnesville and West Harris) are controlled by Montgomery County Government. During the last decade and continuing today, residents of homes facing Old Hundred, Barnesville and Beallsville Roads are experiencing an ever-increasing flow of commuter traffic in both mornings and afternoons. Speeding and accidents have changed the sense of safety for residents in the Town, a phenomenon which this plan addresses. Discussion of this important topic is continued in chapter 4 of this Plan.

1.4 Existing Land Use and Zoning

The Town of Barnesville at the present time has only two zones, designated "Residential-Agricultural" (R-A) and "Barnesville Rural Density Transfer" (BRDT). The purpose of the R-A zone has been to preserve and nurture the agricultural nature of the small rural village that is Barnesville. The R-A zone currently requires, for new residences, a minimum area of four acres and, for each new residential lot in a subdivision, a minimum road frontage of 150 feet on a publicly maintained road. Area coverage under the R-A zone is limited to twenty percent of the lot. Permitted uses are generally restricted to agricultural purposes, single-family dwellings, farm tenant homes, greenhouses and horticultural nursery, guest house, and home occupations.

The BRDT zone is designed to match the Montgomery County zoning that was in place when a property in that zone was annexed into the Town in 1987, and from which development rights had already been sold.

In addition to the permitted uses in these zones, the current 2006 (as amended) Barnesville Zoning Ordinance provides that other uses as set forth may be authorized by special exception granted by the Board of Appeals. Although some jurisdictions may limit residential, agricultural and limited commercial activities to defined and distinct separate areas, the juxtaposition of such uses within the Town of Barnesville is a reflection of its rural heritage.

The four streets within the Town boundaries, Barnesville Road, Beallsville Road, Old Hundred Road and West Harris Road, are lined primarily with residences. The density decreases as distance increases from the main intersection of Barnesville Road and Beallsville Road. The predominant style of architecture is a two-story colonial revival farmhouse, built one hundred or more years ago. West Harris Road is a partially paved/gravel road, and residences along this road are not as closely spaced as on the remaining three main streets and, for the most part, represent new farm residences and outbuildings built within the last 25 years.

Other than two churches and the Town Hall, only four main buildings are not used as residences. Of the housing units, 2/3 were built before 1939, and the large majority are owner occupied. All residences have plumbing, and the average value in 2018 was approximately

\$475,000. There is a wide mix of housing styles, from Federal, Italianate, Colonial Revival, Arts and Crafts, Victorian and Rambler, reflecting the designs that were affordable or in fashion when the homes were built.

A few business structures were in existence when the 1991 Zoning Ordinance was adopted (on November 18, 1991) and were “grand-fathered” by that ordinance. Beginning with the 1991 Master Plan and in other plans and ordinances adopted since, residents foresee Barnesville as a residential town with only incidental commercial uses. Thus, there are a variety of small businesses and other uses located in residences and accessory buildings in the Town. These include art and/or craft studios; small technology and/or professional businesses operated from accessory structures on residential property; a variety of home offices operated from homes or workshops.

In the 2006 Zoning Ordinance, the Town also specified a list of commercial and other uses that would require a special exception from the Board of Appeals. This list was amended in 2014 to include a beauty salon as a Special Exception use. In the years since 2006, various business uses in accessory buildings have been initiated without applying for and receiving the required Special Exception from the Board of Appeals. This issue will be discussed in more detail in chapter 7.

On larger agricultural parcels in the West Harris Road area, ancillary agricultural services and activities are offered, such as horse boarding, training and riding lessons.

Although a substantial number of the "older" improved residential properties (e.g., homes more than 50 years old) near the center of Town are smaller than the minimum required lot size prescribed by the existing zoning ordinance (four acres), these are affirmed as non-conforming. There are a number of properties with substantial acreage, ranging from 6 to 35 acres, all but one of which is in the R-A zone. The greatest concentration of large parcels is in the area between Barnesville Road and the west side of West Harris Road. There are also large parcels towards the southern edge of Town on either side of Beallsville Road, and on the northern edge of Town off Old Hundred Road. All of these larger parcels adjoin land in the Montgomery County Agricultural Reserve where land is zoned for agriculture, requiring a minimum of 25 acres per residence.

Despite increasing pressure for "farmettes" and large lot residences in our agricultural part of the County, further subdivision of the Town's larger parcels is expected to be difficult, at best, given the constraints of the soil characteristics in and about the Town on the approval and installation of new septic systems. In addition to factors of poor soil conditions, State and County standards for a new septic system now require that the parcel be of sufficient size to allow one approved primary drainage field for the system, plus three approved backup fields. In addition, the septic system must be located more than 100 feet from the well(s) on the parcel.

These standards are supported by the 2006 zoning change that increased minimum lot size from two acres to four acres.

1.5 How Land Use in Barnesville Is Regulated

As an incorporated municipality in the State of Maryland, Barnesville has the authority to control its own land use in accordance with Maryland law. The Town is required to coordinate its plans and policies with other jurisdictions in Maryland.

The Town of Barnesville affirms its support for land use policies that have been adopted by the State of Maryland and Montgomery County Government that favor agricultural uses, preservation of open space, historic sites and sound environmental practices.

1. In particular, the Town supports zoning for the [Montgomery County Agricultural Reserve](#), which completely surrounds the Town. Montgomery County's Agricultural Reserve Master Plan was adopted in 1980 and amended in 2004 as part of the Rustic Roads Functional Master Plan.
2. In 2004, the Town of Barnesville affirmed its desire to be included with other areas and communities in the [Montgomery County Heritage Area](#). The Heritage Area Master Plan identifies the Town of Barnesville as being within the "Farming History" heritage area boundary.
3. More recently, in 2018, Town residents participated in a cleanup of the Methodist Episcopal Cemetery, on private property, Barnesville Road. This old church cemetery was a burial site for 60 individuals from 1845 to 1925, but later abandoned. This cemetery is documented in the [Montgomery County Burial Sites Inventory](#), along with the well-known and active cemetery at St. Mary's Catholic Church and the Hays Family Cemetery, on private property on Harris Road, restored in 1997 by the Callear Family.
4. The Town also supports Maryland's plans and policies that are known under the general heading of "[Smart Growth](#)." — i.e., directing new housing and commercial uses toward areas already served by substantial roads and public transit, existing educational facilities and public water/sewer service.

The Town of Barnesville, under the Laws of the State of Maryland, has the following authorities and mechanisms available to control local land use and development:

1. Master Plan
2. Zoning Ordinance
3. Subdivision Ordinance
4. Forest Conservation Ordinance
5. Building Permits

The Master Plan

Describes the overall visions for the Town's future, goals for land use and how new uses and new development will be guided. Maryland Law requires that Barnesville conduct a Master Plan

review approximately every 12 years. The goals of Barnesville's Master Plan are implemented through legislation adopted by the Town Commissioners.

The Zoning Ordinance

Is one piece of legislation that the Town has adopted to enforce its Master Plan goals. It defines the R-A and BRDT zones for the Town, lists what land uses are permitted in each zone by right and by special exception, outlines specific requirements for lot sizes, building heights, distances from neighbors, and so forth. Barnesville's first Zoning Ordinance was adopted in 1959.

The Subdivision Ordinance

Is a second piece of legislation that the Town has adopted to regulate development. This ordinance controls the process of dividing large parcels into smaller lots, or of combining small lots into a larger lot. Barnesville's Subdivision Ordinance was adopted in January 2004; the first subdivision granted under this ordinance was approved by the Planning Commission in 2013.

The Forest Conservation Ordinance

Is a third law that governs Barnesville's environment. It was adopted in 1992 to bring the Town's policies on forestation and reforestation into compliance with the requirements of Maryland's Natural Resources Article. This law applies to any subdivision, grading, building permit, or activity that requires a sediment control permit and involves a unit of land 40,000 square feet or greater.

Site Plan

The Barnesville Planning Commission approved its first preliminary plan of subdivision in 2013. This was the first time the ordinance was applied after its adoption in 2004. During the review and approval process, members noted that they were approving future construction of buildings on two vacant lots. But what these buildings would be and what were details of final design were unknown. Thus, the Preliminary Plan approval was granted with a condition that prior to building permit approval, the property owner needed to come back to the Town for further review and consent.

That condition is called, in a typical subdivision ordinance, "site plan approval." In Barnesville's code, "Site Plan" is not identified or defined. This Plan recommends that it be added. A defined term will make the site plan option and process clear to Town residents, applicants and all others interested in subdivision review and approval in our Town.

Building and Use Permits

A permit is required for any new construction or any external addition to an existing structure. Building permits must be issued by the Town (the Town's permit certifies that the new construction complies with Barnesville's land use regulations) and by Montgomery County

Government (County permits regulate engineering, electrical, plumbing, well, septic and all other aspects of construction.)

The creation and implementation of a Use Permit could impose requirements on businesses such as noise mitigation, environmental impacts, stormwater runoff, smells, etc. It would allow inspections of the property to enforce compliance with conditions of the permit and provide for a schedule of fines/penalties for failure to comply with Town ordinances or conditions of the permit.

Two appointed citizen boards assist the Town's three elected officials with the regulation of land uses in Barnesville.

1. The Planning Commission (five members) is responsible for recommending changes to the Master Plan, the Zoning Ordinance and the Subdivision Ordinance, and for approving new subdivisions. The Planning Commission is empowered to review applications building permits prior to approval by Town Commissioners. Also, to review permits that involve disturbance of trees/forests as outlined in the Forest Conservation Ordinance and require property owners to protect trees using the guidelines in that Ordinance.
2. The Board of Appeals (three members) is responsible for approving Special Exception Uses that are listed in the Zoning Ordinance and for approving variances as provided for in the Zoning Ordinance. The Board also hears administrative appeals.

Chapter 2. Infrastructure Status and Issues

2.1 Introduction

This chapter describes public facilities and public services, in Barnesville or nearby, that serve residents of the Town.

2.1 Public Facilities Within Town

As set forth in Chapter 1, in 1925 a Town Hall was established by the Commissioners; however, that facility was closed and transferred to private ownership in 1954. In 2003, the owner donated the property back to the Town. In 2005, the Maryland General Assembly approved a capital improvement grant for use by the Town in its Town Hall renovations. Additional funds for renovation were granted to Barnesville by the Maryland Historical Trust, and the Trust now holds an easement on the property. The remodeled Town Hall was dedicated for public use in 2008 and is now used for official Town meetings, elections, social gatherings and private events. The Town Commissioners and Town Clerk manage its use.

As a community-wide special service, the Town Hall is equipped with an electrical generator, bathroom/shower and extra bottled drinking water, allowing the building to be used during weather or other emergencies. Well water at the Town Hall is not yet at drinking water quality from the tap, but Commissioners are exploring ways to improve it.

The Baptist and Catholic churches in Town provide facilities for numerous community events. In addition, both the Monocacy Elementary School and the Barnesville School, located on the outskirts of Town, provide facilities for community events.

Until 2019, there had been no public parkland within the Town of Barnesville; however, there is an abundance of park and recreation facilities in close proximity.

1. One of these is [Stronghold at Sugarloaf Mountain](#), which, although privately owned, provides a treasured opportunity for the citizens of the Town to enjoy outdoor activities including hiking, rock climbing and bird watching.
2. Also located within a short distance are the [C&O National Park](#) and the Monocacy and Potomac Rivers.
3. County operated facilities nearby include Owens Park in Beallsville, the [Dickerson Conservation Park](#) adjacent to the C&O Canal, and the [Woodstock Equestrian Special Park](#) in Beallsville.
4. The Linden Farm near Dickerson, which is operated by [Sugarloaf Citizens Association](#), is another nearby facility available for public use.
5. A recent unique addition to the area's public facilities is The [Darby Store Cultural Park](#) located at the intersection of Rt. 109 and Rt. 28 in Beallsville. This "old fashioned country store" has been open to the public as a general store since 2016.

A new park: In 2019, the Lillard family donated a site at the corner of Barnesville Road and Beallsville Road for park use. This is an important corner in our Town — it is the location of holiday caroling, the Town Well, several memorials and a buried time capsule. The park name, chosen by the donors and welcomed by Town residents is “Lillard’s Corner.”

The Town is beginning Phase 1 of the development of the site as a passive park using Program Open Space grant funds from the Maryland Department of Natural Resources. The design of the park was prepared following public input from Town residents. There is an overall park plan that is intended to be completed over the coming 5-10 years, with Phase 1 in process and to be completed in 2020.

2.2 Schools

The Town is served by four public school facilities including the Monocacy Elementary School (located just outside Barnesville to the West), Poolesville Elementary, John Poole Middle School, and Poolesville High School (all in Poolesville). These schools are all part of the Poolesville Cluster. Poolesville High School is repeatedly ranked as “best high school in Maryland” by many evaluators and publications.

Reports released by [Montgomery County Public Schools](#) (MCPS) show the following statistics for 2017-2018:

1. Poolesville High School	Enrollment 1183	current capacity 1170
2. John Poole Middle School	Enrollment 375	current capacity 486
3. Monocacy Elementary School	Enrollment 146	current capacity 219
4. Poolesville Elementary School	Enrollment 448	current capacity 539

MCPS enrollment projections show that all of the schools except Poolesville High School will be able to accommodate anticipated changes in student population. Renovation plans for Poolesville High School are being considered by the Board of Education and the Montgomery County Council but there is currently no approved construction funding, nor a schedule for the project to begin. A prior renovation of this facility was done in 1978.

Poolesville advocates and Western Montgomery County, MD. residents have banded together to represent the interests of farmers, students, senior citizens, churches, and non-profit organizations located in the County’s prized Agricultural Reserve to rally for a much-needed new high school with co-located police, health and community services. Barnesville supports that plan. See [here](#) for current information on Fair Access as it becomes available.

In addition to the public schools, just east of town on Peach Tree Road is the [Barnesville School](#), a private educational institution offering instruction from pre-kindergarten through eighth grade. Current enrollment at the Barnesville School is approximately 130 students. Enrollment

is drawn from within the Town, throughout the western Montgomery County as well as parts of Frederick County.

2.3 Public Safety and Energy Services

Law enforcement is provided by the Montgomery County Police department. The district station is in Germantown MD, approximately 8 miles from Barnesville. Officers in patrol cars arrive on call (911) or on routine patrols through the area. Crime statistics are published periodically in local newspapers. Crime rate in our Town is very low.

In Chapter 4, we describe the Town's advocacy for speed cameras and hiring of a firm that employs off-duty Montgomery County Police officers for enforcement of speed limits and other traffic violations. These efforts, which began a decade ago, have been successful both for immediate calming of traffic and for providing important data to local and state highway officials who oversee safety on the roads throughout Barnesville.

The Upper Montgomery County Volunteer Fire Department, located 3.5 miles away in Beallsville, provides fire and rescue services for the Town. The next closest service is the Hyattstown Volunteer Fire Department, located 5.5 miles north of Barnesville.

Other public facilities are located in the rural areas relatively close to Barnesville. The largest of these is the Dickerson coal fired generating station. Currently owned by [GenOn](#), this plant has been in operation since the mid-1950s. Since that time, there have been several expansion and upgrade projects. Recently, it was announced that this Dickerson plant will no longer burn coal but may convert to natural gas. Barnesville encourages use of this industrial parcel for solar-powered energy.

In the same vicinity as the power plant, the County has constructed and operates a large incinerator/generating station which burns County refuse (transported by rail to the site) and converts waste to energy. In addition, the County operates a large leaf and yard waste composting facility. All of these facilities are a potential conflict to the rural nature of the area. While they have little direct impact on the town, they all contribute to an apparent industrialization of the Dickerson area and to air pollution. The facilities interrupt the scenic view as they are easily seen from many sites in the Town. Local advocacy groups have banded together at this time to encourage Montgomery County Government to phase out the trash incineration as a method of trash disposal in favor of zero waste strategies. It will take a number of years to make this transition once the County determines what are the best trash disposal alternatives for the County as a whole.

Virtually all electrical, telephone, and cable service is provided above ground on poles. These facilities are considered unsightly by many people. They require extensive trimming of trees, often in an unattractive manner. While there are no known plans for expansion or change of

these facilities, if that were to be considered, this Plan recommends that alternative routes or types of service (i.e., undergrounding) should be explored.

The technology for internet services is changing rapidly at the time of this Plan. New 5G communication antennae are being actively promoted by the telecommunications industry. In 2019, the Town adopted an ordinance that regulates aesthetic and permit guidelines for applicant firms to follow. It is unknown when these 5G installations might be offered in our rural town (Barnesville has low population density so the economics may or may not be feasible), but the guidelines are in place when needed.

The Town has no electrical substations or similar facilities at this time. However, just South of the center of Town there is a ground level cable/telephone junction facility. This facility has limited aesthetic treatment and the parking area serving it is very small and unpaved. This Plan recommends that the Town approach Verizon to request improvements, especially to the service vehicle parking area. In addition, any future similar facility or substation should be designed to fit in with the character of the Town.

2.4 Existing Trash Disposal, Water and Sewer Services

The town's household trash service is provided to residents by the town under contract with a private company. This firm also collects all recyclable materials. The Town also sponsors two days per year when the private contractor picks up large items. All refuse collected by the contractor is transported to the County-owned Transfer Station in Gaithersburg where it is combined with all residential and business refuse for eventual disposal in the Dickerson Waste to Energy Plant. In addition, Montgomery County operates a [public facility in Poolesville](#) ("The Beauty Spot") where residents can take other trash items (no household trash or yard waste) for disposal. This site is open only on Saturdays.

The Town of Barnesville is outside of the public water and sewer "envelope" of the Washington Suburban Sanitary Commission so there is no public water or sewer service in the Town. The [Comprehensive Sewerage Systems Plan](#) of Montgomery County has placed the entirety of the Town, as well as all adjacent areas, in "Category 6," which indicates no community sewerage service is planned, nor is any such service recommended. The Town does not operate or provide any municipal water or sewer services. Town residents rely on individual drilled wells for water, and on individual septic systems for waste disposal.

Chapter 3. Environmental Issues and Water Resources

3.1 Geology and Water Issues – Present Conditions

Barnesville is located on a hilltop in the watershed of the Little Monocacy River, which flows into the Potomac River. Geologically, the Town is in an area of Marburg schist, which is bluish-gray to silvery-green fine-grained schist with intermixed quartzite. The Town is not served by public water or public sewer.

The Town contains the headwaters of several streams that eventually flow into the Little Monocacy River:

1. A stream that originates on P602. (number = parcel number.)
2. A stream that originates in a spring on P338.
3. A stream that originates on P130.
4. Several streams that originate immediately outside the town boundaries to the south and west.

There are several ponds within the Town boundaries, one adjacent to Old Hundred Road at the northern Town boundary and two behind the Post Office.

With no public water, all residents of the Town obtain water from individual wells on their own property. The water is drawn from an underground aquifer with the formal geologic name "Ijamsville formation of Paleozoic age" in a geographic area commonly called the Piedmont. Protecting the streams and this underground water supply is a key environmental priority of the Barnesville master plan.

Large areas with natural, not man-made, surfaces characterize Barnesville and the surrounding areas, thus permitting significant recharge of our water supply. "Recharge" means re-filling the underground water supply from rainfall and other water on the surface. It also refers to "cleansing" the surface water as it filters through soils and rock before reaching the aquifer. Recharge occurs virtually everywhere that there is no impervious surface cover such as roads, parking lots and buildings.

The water level in the aquifer for our area has been studied since 1952 at the old well, a landmark located on both private and Town property at the corner of Barnesville and Beallsville Roads. This well, no longer used for domestic water purposes, has a depth of 46 feet. It is hand-dug, stone-lined, and has a casing that varies from 60 to 24 inches diameter. Referred to as "[Mo Cc 14](#)," the well is used for monthly measurements by US and Maryland Geological Survey personnel. The highest water level measured there was 18 feet below land surface on April 5, 1993. The lowest water levels were when the well was dry: on Dec. 2, 1957, Dec. 6, 1965, Jan 3, 1966 and Feb. 2, 1966. The data for Spring 2019 show water levels above normal

and significantly above what was measured two years prior, reflecting recent months of heavy rainfall.

A review of the historical record shows no sign of any systematic lowering of the water table although there are large seasonal and yearly variations reflecting general rainfall conditions. The data indicate that the current withdrawals have no apparent impact on the water supply.

The quality and quantity of the water supply are highly variable throughout the Town. Some wells are relatively shallow, while others are deep, some produce low flows while other nearby wells produce high flows, and some have objectionable taste or quality, while others are of high quality. Some wells are or have been contaminated by surface or subsurface organic contamination, or as a result of leaking underground fuel storage tanks. In some cases, water purification systems are in place. There is no systematic testing of well water although the Town recently organized a community well water testing program and a number of residents participated. Results varied across the community with most wells producing acceptable water.

Wells

Wells in the Town of Barnesville draw 100% of their water from Maryland's Piedmont Sole Source Aquifer. The Aquifer geology is characterized by widely varying underground rock formations and water holding areas. In Barnesville and the surrounding areas, it is not uncommon for adjacent wells to show widely varying flow rates. The Town understands the need for water protection and stresses to both current and new residents' important practices in water conservation and water quality.

Town residents are particularly concerned about new construction, both in the Town and in the surrounding Agricultural Reserve (under the jurisdiction of Montgomery County Government.) New wells have some potential to diminish the water available to existing homes and community buildings. Thus, the Town monitors proposals for nearby new subdivisions or construction. Wells to serve such new subdivisions and/or new construction are regulated by Montgomery County, not the Town. The Town in 2005 changed the minimum lot size for new single-family residences from 2 acres to 4 acres in recognition of well and septic permitting requirements.

All well drilling activity in The Town and in the surrounding Agricultural Reserve is approved, inspected and monitored by the Montgomery County Department of Permitting Services (DPS) – [Well Permit & Inspection Process](#). The Town has no role in approving wells.

Septic Systems

Most wastewater from homes and businesses in Barnesville is treated by domestic septic systems. Because the vast majority of homes in Barnesville were built prior to 1939, it is a reasonable assumption that the septic systems of these homes are more than 65 years old, which is longer than the typical useful life of a modern septic system. Any repair or replacement

that has occurred since 1950 is likely to be recorded in the offices of Montgomery County Government. The Town is aware of some systems that have been repaired or rebuilt to contemporary standards in recent years. However, many septic systems in Town are of unknown construction and unknown quality. There is no systematic evaluation of septic systems.

The Montgomery County Department of Environmental Protection (DEP) – [Well and Septic Section](#) also has the responsibility for approving, inspecting, and monitoring septic systems within the Town. The Town of Barnesville has no review, approval, or regulatory authority over septic systems within the Town.

The Town does strongly support the [Montgomery County Water and Sewer Plan](#) and during the subdivision approval process, works closely with the MCDEP staff. All new construction, within the Town must obtain the prior approval of the proposed well and septic system from the Montgomery County Department of Permitting Services (MCDEP), Well and Septic Section. The 2018 update, Chapter 4 section [V. Individual Wastewater Disposal Systems And Rural Sanitation](#) (page 4-77) lists Barnesville as a rural community area with existing and anticipated septic system problems. The staff at MCDPS does not have any specific information on the location and status of “failing septic systems” in the Barnesville area. The Town is aware of several septic systems that have been abandoned and new systems installed since the original statement was included in the 1986 Plan. At a recent Town meeting (Spring 2019), residents mentioned six or more septic systems that have been replaced. No one at the recent Town meeting had any knowledge of any current failing septic systems within the Town.

Alternatives to Private Wells and Septic Systems

The Washington Suburban Sanitary Commission (WSSC) provides public water and sewer mains to most of Montgomery County, but not to Barnesville. Neither the Town nor WSSC have plans to extend the existing public water and sewer mains to the Town limits. Furthermore, the Montgomery County Agriculture and Open Space Plan prohibits the extension of public water and sewer into the area surrounding Barnesville unless there is a public health crisis to be addressed. The closest WSSC public water and sewer mains are located several miles to the east of the Town of Barnesville, in the Germantown area.

Neither is the Town considering a community septic system. The Town is located on a hill, with homes and other buildings at the top and on all sides of this hill. Thus, the Town consists of four large drainage basins, making it unrealistic to contemplate the location and cost of several community septic systems and the sewer conveyance systems for a small rural community of 68 homes.

Stormwater Management

The Montgomery County Department of Permitting Services ([DPS](#)) reviews, approves, bonds, and permits all Sediment Control Plans and Stormwater Management Plans for all new subdivision plans within the Town of Barnesville. The MCDPS also provides County inspection services during and after site construction. The Town supports these Montgomery County roles and procedures.

The applicant's design engineer is required to provide construction observation services and to submit "As-Built" Plans and computations for review and approval to the County, prior to the MCDPS releasing the applicant's performance bond.

The Water Resources Element (WRE) prepared by the staff at the Maryland National Capital Park and Planning Commission (M-NCPPC) has included the existing and proposed developments within the Town of Barnesville into their recent nutrient levels and non-point source loading calculations. Because of the existing zoning within the Town and the State and County requirements for well and septic systems, new, large, dense subdivisions will not be developed within the Town.

The Stormwater Management review and approval process considers minimizing impervious surfaces, in addition to pre-treatment, best management practices, water quality, and water quantity features. The Town's Planning Commission and its consultant also review the applicant's Sediment Control Plans and Stormwater Management Plans and may make recommendations to the applicant and to the DPS.

The Town is experiencing increasing problems from stormwater runoff caused by Climate Change. Severe storms are more frequent and current road design and informal drainage infrastructure are not sufficient to handle the runoff from these storms. The Town will need to analyze the impacts of stormwater throughout Town and will need to take stormwater impacts into consideration when approving new plans such as construction, paving and sidewalks.

Barnesville is currently working with staff from Montgomery County Government on excess stormwater runoff, and also received a grant from [The Chesapeake Bay Trust](#), US EPA Region 3 and Maryland Department of Natural Resources for a green concept plan to reduce run-off and will continue to explore other grant opportunities to address this problem.

Little Monocacy Watershed issues

The Town of Barnesville drains towards the west into four unnamed tributaries to the Little Monocacy River, which flows into the Potomac River, just south of the Monocacy River at Dickerson. The State of Maryland has classified the Little Monocacy River as a Class I stream.

The Little Monocacy River is part of the Lower Monocacy watershed, which includes portions of Montgomery, Frederick, and Carroll Counties. The State of Maryland has determined that the Lower Monocacy is impaired. The watershed has four impairments; three will require a Total Maximum Daily Loads (TMDL) analysis and one that has already completed a TMDL.

The suitability of receiving waters is dependent on a number of factors including scale considerations and proximity to the impaired water body. The question of suitability of receiving waters to accommodate stormwater discharge must consider the contribution of that discharge to the overall impairment.

Relative to the overall watershed upstream of the existing and required TMDL mentioned above, the Town of Barnesville represents a very small fraction of the overall stormwater discharge to the Little Monocacy Watershed.

Moreover, the potential future changes in terms of Barnesville's land cover are also minor. The Town does not have any plans for annexation through 2040. Therefore, it is evident that future stormwater discharges from Barnesville will not increase significantly by 2040.

Because of TMDL modeling uncertainties and the need for adaptive management strategies to attain water quality goals, the issue of suitability of receiving waters to receive stormwater discharges cannot be adequately evaluated in advance of the TMDL implementation process itself. As a result, any potential need to evaluate the existing or future ability of receiving waters to assimilate stormwater discharges from the Town would be assessed under the leadership of Montgomery County within the larger context of TMDL watershed implementation plans.

3.2 Geology and Water Issues – Recommendations

It is a goal of this plan to educate Town residents as to the importance of water quality and particularly, to encourage homeowners to monitor their water and waste-water systems carefully. Failure of a home septic system may result in sewage coming to the surface of the ground causing odors, wet areas, and possible breeding grounds for flies and mosquitoes. In addition, a failed system may contaminate wells not only of the owner, but also of neighbors. Leaking or overflowing septic systems must be attended to immediately by contacting the Montgomery County Office of Permitting Services, Well and Septic Division. Specialists in this office are eager to help homeowners find effective means to repair and improve damaged septic systems. The County and State may have funds to assist rebuilding failing septic systems.

Additional water related recommendations include the following:

Chemical Use. Residents should carefully control and monitor the use of any chemicals or other pollutants in the vicinity of their wells, with special emphasis on preventing spills. All

residents who use fertilizers and/or other outdoor household or industrial chemicals should follow best management practices in applying or disposing of such materials

Underground Tanks. It is a general finding that all tanks, especially underground, will eventually leak and are likely to cause very hard-to-handle groundwater contamination. Residents who have underground tanks for gasoline, fuel oil or other chemicals should remove them as required by law.

Water Testing. Residents should have their drinking water tested on a regular basis. The Town has publicized this recommendation and in 2018 offered a package price to reduce the cost of the testing for Town residents and increase the likelihood of testing. The County Health Department can assist in evaluating test results if requested. This Plan recommends repeating the testing offer at regular intervals.

Agricultural Practices. This plan also encourages residents who engage in agricultural activities to use "best management practices." This means using conservation and pollution control practices that manage waste, agricultural chemicals and/or hazardous materials so as to minimize movement into surface or groundwater. The plan suggests that owners of livestock use nutrient and manure management practices that control the amount, placement and application of animal waste to the extent possible to prevent pollution of groundwater.

Water Courses. The Zoning Ordinance previously included a restriction on the location of structures near streams or watercourses: "There shall be a minimum setback of 500 feet for all buildings (except public recreation and agricultural structures) from the banks of all streams or water courses." In reviewing the existing map of streams and measuring the distance to residences and accessory buildings, the Town finds numerous situations where buildings have existed for many decades within that 500-ft. limit. A review of current requirements by other jurisdictions also showed that 500 feet was excessive. Thus, in 2006, the Town Zoning Ordinance was amended to "a minimum setback of 150 feet for all buildings from the banks of streams or watercourses."

3.3 Additional Environmental Issues

Although the issues surrounding water supply and sewage disposal are of prime concern to the Town, other issues related to the environment are also of concern.

Air Quality

Located in a rural setting, the Town generally enjoys good air quality. However, it is of concern that there are increasing numbers of facilities "upwind," i.e., Southwest to Northwest, that can adversely affect the air quality. Present facilities include the Dickerson coal fired power plant, Montgomery County Resource Recovery Facility, and the Dickerson Composting facility. The Maryland Public Service Commission has just approved a new 650-Megawatt power plant in the

Buckeystown area, evidently to be located close to the Aluminum plant already there. This increasing concentration of industrial uses is of major concern as the total impact of the facilities continues to grow.

There are additional sources of air pollutants in the Town. Increased auto and truck traffic adversely affect air quality in the Town. Finally, there are occasional local problems with smoke from wood burning stoves used for heating; however, there is no indication that this is a serious problem, nor that it is increasing.

Noise

The Town has the normal small-town sources of noise, especially those associated with modern mechanical devices. Examples include the use of power-driven machinery such as saws, lawn mowers, leaf blowers, etc. With fewer farm animals now being raised in the Town, there has been a decrease in livestock noise. However, outdoor dog barking continues to be an annoyance for those living nearby.

Auto and truck traffic volumes continue to increase in the Town. This traffic generates noise that increasingly interferes with the enjoyment of the residents and challenges the view of the Town as a quiet and peaceful place. Unfortunately, there appears to be little that the Town can do by law either to reduce the noise from it because the most effective steps are preempted by State and Federal law. Recent installation of added stop signs in Barnesville has changed the pattern of truck traffic passing through the Town, a welcome change.

Trees

The presence of trees has some effect on limiting adverse noise and air quality problems, but certainly has a positive effect on the attractiveness of the Town. Barnesville has had an apparent decrease in the number and size of trees in the Town, sometimes due to disease, other times due to cutting. In the past, the Town has supported various beautification efforts, including making trees and flowers available to residents. This Plan recommends that these efforts be continued, and specifically that residents be encouraged to plant and care for trees along the streets of the Town (consistent with safety concerns, of course). The [Tree Montgomery](#) and [MCA Re-Leaf](#) programs assist in planting trees and recent campaigns to utilize these programs have resulted in dozens of new trees being planted inside Town boundaries.

Barnesville adopted a Forest Conservation Ordinance in 1992 consistent with state law. The purpose of the law is to protect trees within the Town when areas of land that exceed 40,000 square feet will be disturbed by construction, subdivision, etc.

Note that a forest is defined in the code as follows:

“A biological community dominated by trees and other woody plants covering a land area of 10,000 square feet or greater. "Forest" includes areas that have at least 100 live trees per acre with at least 50 percent of those trees having a 2-inch or greater diameter at 4.5 feet above the ground; and areas that have been cut but not cleared. "Forest" does not include orchards.”

See Chapter 6 for a discussion of possible changes to Town Code to encourage the preservation of mature trees.

Light

While many persons do not view lighting as an environmental issue, it has become more widely understood as an environmental challenge. In some circumstances, light can be a pollutant. While night lighting is desirable for traffic safety and certain security situations, excessive or poorly designed lighting is both wasteful of resources (electricity) and can affect the ability of others to enjoy their property. Intrusive or glaring light that spills into neighboring homes can affect the ability to sleep and reduce or remove the ability to “enjoy the night sky” and can have negative and deadly effects on many creatures including amphibians, birds, mammals, insects and plants.

Probably the largest contributor to light pollution is the poor design of streetlights. While most jurisdictions are now installing more efficient and less polluting "full cutoff" lights, the streetlights currently in the Town are not "full cutoff," and thus spill light onto property far from the street where the light is needed. This both wastes energy and intrudes into areas where it is not desired. The Town should consider moving to "full cutoff" light fixtures that are more efficient and control more effectively where the light is applied.

Security or Farm lights can be another source of light pollution. They are frequently very bright and are usually installed without any control of where the light is applied, and often operate dusk to dawn, whether needed or not. While such lights do not appear to be a major problem in the Town, the Town should consider making information available to Town residents concerning light pollution, why glare and excessive lighting is undesirable, and how we can reduce it while meeting our lighting needs.

Alternative Energy Systems

Barnesville supports use of alternative energy sources, including wind, solar and geothermal, to replace electricity generated by utility companies using carbon fuels.

In 2010, Barnesville amended its Zoning Ordinance to permit roof mounted solar and wind energy systems in RA and BRDT zones. Ground mounted solar and wind systems are permitted after receiving a Special Exception permit. Many residents in Town have installed roof-mounted systems for heating and cooling their homes.

3.4 Sustainable Barnesville

A few years before this Plan was adopted, the Town convened a volunteer committee to focus on environmental initiatives, initially called “The Green Team.” It is now known as “[Sustainable Barnesville](#).” The Town adopted a resolution on August 27, 2018 to declare its support of the Team’s intention to seek certification as a “Sustainable Community” through the Sustainable Maryland program. Since that time the Sustainable Barnesville Committee adopted a Mission Statement as follows “Sustainable Barnesville demonstrates environmentally sound practices that encourage all residents to live sustainably in our thriving historic community.” Among the activities being promoted are the following:

1. Encouraging residents to participate in National Wildlife Association’s certification as wildlife habitat.
2. Participation in a County program called [Tree Montgomery](#).
3. Working on Sustainable Maryland certification and participating in various Sustainable Maryland projects and initiatives.
4. Training residents in climate change objectives and techniques.
5. Cooperation with local school on environmental projects.
6. Conducting a Municipal Energy Audit.
7. Encouraging lighting that conforms to dark sky standards.
8. Working with our local lighting utility company to transition to LED lighting within the Town.

3.5 Climate Change

Global Warming, the increase in global temperatures due mainly to the increase in concentration of greenhouse gases by human activity, is a global phenomenon that has important consequences for countries around the world, as well as small towns like ours. As the planet warms and the climate changes, we are witnessing profound changes in the intensity and duration of precipitation events, rising temperature and changing wind patterns.

The last five years have been the hottest on record since 1884 and 19 out of the 20 of the hottest years have all occurred since 2000. Since the 1960’s each decade has been significantly hotter than the previous. This past decade was the hottest ever recorded (since 1880).

Climate change affects our Town in several significant ways:

1. Agriculture is experiencing increased crop loss due to unpredictable weather events such as late spring frosts, extended droughts, flooding, waterlogged fields, severe storms, and an increase in some insect pest populations that previously had been kept in check by colder winters. This affects local farmers as well as resident’s gardens, trees and landscaping.
2. Health: As the climate warms, there is an increase in morbidity and mortality due to increases in asthma and other respiratory illnesses from increases in ground level ozone

and particulates, allergies from longer growing seasons, heat stroke, and an increase in tick and mosquito transmitted diseases such as West Nile and Lyme's disease, and decreased physical activity and exercise.

3. Increase in communication and electrical outage due to severe storms with high winds.
4. Infrastructure is impacted by increased flooding on and subsequent damage to the roads we use, and increased runoff from impervious surfaces onto adjacent properties and roads creating runoff and adding sedimentation to streams which can affect drinking water.

We recommend the Town focus on four areas: mitigation, sequestration, adaptation and resilience.

Mitigation

To reduce the use of fossil fuels:

1. Encourage the use and installation of solar panels on buildings in Town.
2. Encourage those unable to install solar panels to buy electricity from renewable sources or join a Community Solar Program such as the one organized by Poolesville Green.
3. Encourage planting trees to shade homes and impervious surfaces
4. Encourage citizens to conserve energy by insulating their homes, consider lowering their thermostat when heating their house and raising the thermostat when cooling their homes.
5. Reduce the amount of lawn that needs to be mowed in yards, businesses and public spaces.
6. Encourage people to walk in and around Town by installing sidewalks to major centers such as the post office and the train station
7. Increase parking at the train station to encourage ridership
8. Encourage the use of bikes, electric cars, carpools and the MARC train.
9. Encourage all new construction/renovation and appliance replacement to include electrical usage only. No natural gas, home heating oil, wood stoves or propane.

Sequestration

To promote the long-term capture and storage of carbon dioxide:

1. Encourage the planting of native trees, and other vegetation.
2. Discourage increases in impervious surfaces. Look for materials that are permeable such as driveway strips instead of full pavement.
3. Encourage the establishment of new wetlands and the care of existing ones.
4. Discourage the removal of trees except invasive nonnative species.

Adaptation

1. Develop ways to monitor vulnerable citizens during extreme storms and heat events.
2. Choose tree species, and plants that can tolerate the changing climate.

3. Educate people to stay indoors during periods of extreme heat and how to identify and treat heat exhaustion.
4. Control storm run-off in residential yards, churches, businesses and public spaces.
5. Encourage the use of backup generators or solar energy battery storage to prepare for an increase in electrical outages.
6. Encourage building codes to address the issues of rising temperatures and increased storm damage.

Resilience

To anticipate, prepare for, and respond to hazardous events, trends or disturbances related to global warming:

1. Encourage training in emergency preparedness and first aid.
2. Learn how to recognize and treat heat exhaustion.
3. Evaluate existing and potential storm water management issues and design solutions.
4. Evaluate all building requests in light of how they affect and will be affected by an ever-warming climate in our area.

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Chapter 4. Roads, Traffic and Safety in Barnesville

4.1 Existing Transportation

Residents and visitors to Barnesville utilize four forms of transportation: foot, bicycle, private vehicle, and mass transit via the MARC train at the Barnesville station just south of the corporate limits of the Town.

For individuals who are elderly, low income, or have physical disabilities, there is an additional option: a paratransit program called "[Call-N-Ride](#)" provided by Montgomery County Government.

Within the Town itself, particularly at the "core intersection" of Beallsville Road and Barnesville Road, many residents simply walk to the post office, to places of worship, or to visit neighbors. The Town is responsible for maintenance and snow removal of the sidewalks on Barnesville Road.

Currently, sidewalks serve fewer than half the Town's residences, even in the central portion of the Town, and do not provide safe or comfortable access to many destinations, including the Post Office. The Town has embarked on a program of sidewalk construction with the help of County and State funding. Two new sidewalks have been added in the past year, and more are in planning stages, including the Post Office and the new Lillard's Corner park. Nevertheless, walking in many areas is both unsafe and unpleasant. This is a serious problem, as the roads are narrow and do not have adequate shoulders.

Although some residents use the bicycle for local trips or for recreation, the narrow roads, heavy traffic and lack of shoulders inhibit safe bicycle riding. Nevertheless, the Montgomery County Master Plan of Bikeways includes several routes through Barnesville, and there are many recreational riders using these routes throughout the year. While the presence of bicycle riders adds to the relaxed atmosphere of the Town, the risk of accidents for bikers and drivers is very serious.

Montgomery County's 2005 Functional Master Plan for Bikeways has been revised. It is currently known as the [Bicycle Master Plan](#). The plan recommends new bike paths and bikeable road shoulders in our area which could offer bikers safer options than using the narrow, hilly roads that lead into and out of Barnesville.

At the present time, there are four public roads within the Town limits. State Route 109 is designated as Old Hundred Road to the north of Barnesville and as Beallsville Road to the south of Barnesville. Route 109 is maintained by the Maryland State Highway Administration. All of Barnesville's roads are designated as "rural/rustic roads" in the [Montgomery County Rustic Roads](#) Program. More information is available on their website.

Running east to west is Barnesville Road, which is owned and maintained by Montgomery County and is designated as a Rural Rustic Road. The County's Master Plan of Highways classifies both Route 109 and Barnesville Road as "arterial roads" as distinguished from more heavily traveled "controlled major highways" and "freeways and parkways." According to the Master Plan of Highways, the typical rural arterial highway consists of a total right-of-way of eighty feet, within which twenty-four feet is paved road and ten to twelve feet on either side is shoulder.

In Barnesville, because of the age of Barnesville Road and the dwellings located on it, the right-of-way is necessarily narrower. The paved portion of the road is only eighteen feet in width and the width of the entire right-of-way through the Town is forty feet. Residences and structures on Route 109 are generally set further back from the road than those structures on Barnesville Road and, as a result, the State of Maryland has acquired an eighty-foot right-of-way for Route 109 in many places.

The fourth road within Barnesville is West Harris Road, which begins at Barnesville Road near the center of Town, proceeds north and serves as the northern boundary of the Town limits, and eventually terminating near the base of Sugarloaf Mountain. It is tarred and chipped for a short distance within the Town limits but is unpaved for the rest of its length. Owned and maintained by Montgomery County, it has a thirty-foot right-of-way, with a ten-foot paved surface. Montgomery County has designated West Harris Road as an "Exceptional Rustic Road." As such, it is planned that West Harris Road will not be paved and will remain an inviting country road.

Both Barnesville Road and Route 109 provide connections for Town residents to Interstate 270, with MD-109 being the shortest route (5 miles to I-270.) Barnesville Road is the most direct route to the METRO station at Shady Grove (Gaithersburg), the closest access point to the Metrorail System. Ride On commuter bus service to other destinations in Montgomery County is not available in Barnesville but is available in Poolesville and Germantown. There are plans to provide new Ride On service to the MARC station in Boyds from parts of Clarksburg.

Immediately to the south of the Town limits is the Barnesville Train Station. Passenger rail service to Barnesville is now operated as commuter rail service between Brunswick and Washington, D.C. by the Maryland State Railroad Administration. The MARC commuter rail service from the Barnesville Station offers convenient and efficient mass transit for those residents of the Town and surrounding area who work or visit down County and points south. Commuter trains run Monday through Friday only. Six eastbound trains stop at the station each morning; trains going west stop in the afternoon. A [timetable can be found here](#) for all weekday trains.

The original B&O station at Barnesville was razed around 1960. The present station is a former gas metering building that was relocated from Rockville in 1978 through a cooperative project by the Town, County, and individual citizens.

There are no new public road-building projects proposed for the Barnesville area by State, County or Town. There is a long-standing proposal being promoted by advocates from the State of Virginia to build a new Potomac River Crossing (i.e., bridge and limited access highway that would connect highways in Virginia to highways in Maryland). One alternative being publicized for the “Techway,” as this project has come to be called, would create a new bridge across the Potomac near Poolesville and a new road going toward I-270 that would cut the Agricultural Reserve and pass near Sugarloaf Mountain. The Town of Barnesville is strongly opposed to all the alternatives for this proposed Potomac crossing, and in particular is opposed to the option that would build a multi-lane road in the Agricultural Reserve. Barnesville is within the Mid-Maryland Montgomery County Rural Legacy Area, an area defined by Montgomery County, part of a statewide effort to protect rural assets. This program was created within Maryland in 1997 to protect large contiguous tracts of precious cultural and natural resources. In our area, the goal is to protect the Agricultural Reserve's open space, natural resources and farmland, and support water quality benefits to the Potomac River. Barnesville strongly supports these goals. Barnesville supports the recent decision by Maryland, in coordination with Virginia, to focus on improving the American Legion Bridge as the most cost-effective and logical way to improve capacity.

4.2 Major Issue — Volume of Traffic and Speeding

For the past ten to twelve years, residents have observed ever-increasing through traffic in the Town. Barnesville Road and Rt.109 have a very heavy load of commuter traffic and substantial truck traffic during the weekday morning and evening rush hours. Employment centers have expanded east of the Town. New residential development has arrived in the north. While most drivers use I-270 for their work commutes, that highway has become overloaded, causing drivers to look for alternate routes. The roads through Barnesville have become that “alternate.”

The heavy traffic is a burden to the Town by causing very high noise levels during commuting hours, and by elevating the risk to Town residents who are attempting to leave their driveways. Pedestrians are at particular risk from the heavy traffic. The threat is compounded by the often-high rates of speed of the traffic.

In fall 2018, the State of Maryland installed a pair of three-way stop signs to moderate the safety risks. This decision is widely welcomed by Town residents and came about as a result of many smaller changes and strategies by the Town during the past ten years. These are described below.

History of Speed Cameras

Soon after these heavy traffic patterns began, Town residents noticed the high speeds of drivers ignoring the legal limit of 30 mph, often driving through Barnesville at 50 mph or even higher speeds.

In 2007, Montgomery County Government, at Town request, installed two speed cameras.

1. On Barnesville Road eastbound, at the western boundary of Town (site # 1363).
This camera location captures the heaviest morning commute traffic.
2. On Rt. 109 southbound, approaching the stop sign at Town Hall (site # 1364).

Speed limits in the Town are 30 mph. Tickets are issued if the vehicle exceeds 41 mph. Both cameras have the ability to record the date, time and speed of each vehicle passing. Data in the next section, supplied by the Montgomery County Police Department, verifies the scale of traffic volumes and speeds that Barnesville experiences.

Speed Camera Data For 2017 – 2019:

Total Passes Year Over Year					
Location #	2017	2018	% Change	2019	% Change
#1363 Old Hundred Rd	437,726	449,141	2.61%	406,679	-9.45%
#1364 Barnesville Rd	295,241	296,699	0.49%	348,846	17.58%
Total	732,967	745,840	1.76%	755,525	1.30%

Total Citations Year Over Year					
Location #	2017	2018	% Change	2019	% Change
#1363 Old Hundred Rd	3,738	3,897	4.25%	3,225	-17.24%
#1364 Barnesville Rd	2,741	2,497	-8.90%	2,362	-5.41%
Total	6,479	6,394	-1.31%	5,587	-12.62%

% Citations to Passes Year Over Year					
Location #	2017	2018	% Change	2019	% Change
#1363 Old Hundred Rd	0.85%	0.87%	2.35%	0.79%	-9.20%
#1364 Barnesville Rd	0.93%	0.84%	-9.68%	0.67%	-20.24%

Total Vehicle Speed < 31 MPH					
Location #	2017	2018	% Change	2019	Change
#1363 Old Hundred Rd	266,786	279,908	4.92%	256,658	-8.31%
#1364 Barnesville Rd	194,928	195,683	0.39%	236,844	21.03%
Total	461,714	475,591	3.0%	493,502	3.77%

Total Vehicle Speed 31 – 41 MPH					
Location #	2017	2018	% Change	2019	Change
#1363 Old Hundred Rd	166,213	164,383	-1.10%	145,953	-11.21%
#1364 Barnesville Rd	96,810	97,823	1.05%	109,024	11.45%
Total	263,023	262,206	-0.31%	254,977	-2.76%

Total Vehicle Speed 42 + MPH					
Location #	2017	2018	% Change	2019	Change
#1363 Old Hundred Rd	4,727	4,850	2.60%	4,068	-16.12%
#1364 Barnesville Rd	3,503	3,193	-8.85%	2,978	-6.73%
Total	8,230	8,043	-2.27%	7,046	-12.40%

Note: Almost ¾ of a million cars pass these speed cameras per year. Most are not speeding, but consistently, 1% are doing so. Camera data for 2019 show that:

1. 4,068 drivers were speeding when passing the camera on Barnesville Road
2. 2,978 drivers were speeding when passing the camera on Old Hundred Road

Approximately 64% of all vehicle passes at both sites were at or below the posted speed limit.

Approximately 35% of all vehicle passes at both sites were between 31 and 41 MPH. While these vehicles are traveling above the posted speed limit, it cannot by current law, be enforced with automated speed enforcement.

Approximately 1% of all vehicle passes at both sites were traveling 42 MPH or higher. The highest speed recorded in 2019 was 65 MPH down from 69 MPH in 2018.

Regular travelers through Town readily became aware of the cameras and slow for them, at least until they are passed. However, drivers often increase their speeds after that. As a result of this phenomenon, the Town convened a Traffic Committee to recommend additional strategies, as described in the following sections.

Town Engages Streethawk, Inc.

Streethawk, Inc. is a private company staffed by uniformed off-duty police officers in Montgomery County. For a fee, it provides officers to do traffic control or other service to municipalities, private businesses, schools and churches, etc. Barnesville’s Town Commissioners entered into a contract with the firm to monitor traffic in Town, with ticketing as required when speeds exceed posted limits. The contract began in July 2017. The Town receives no revenue from the tickets issued despite paying for the time of the off-duty officers.

In 2019, citations were issued to 1,431 motorists for speeding, stop sign violations and other infractions, an average 119 per month. Enforcement has generally been occurring only two days per week for a three-hour shift. Some speeders have been issued tickets for speeds higher than 70 mph. The roadway with highest speeds is southbound Beallsville Road, going downhill. In addition to speeding citations, the officers on duty have responded to accidents and near misses in Town, and apprehended various drivers whose vehicles were transporting illegal drugs. A number of trucks and drivers have been cited for safety violations as well as speeding.

Streethawk continues its work in Barnesville today, expanding services at Town request to weekends as needed. Even on weekends, officers are issuing more citations than had been expected. Some of the speeders are unfamiliar with Barnesville and have been detoured through Town due to extended bridge reconstruction on Route 28 between Dickerson and Frederick.

Response by The Maryland Highway Administration

The Maryland State Highway Administration ([SHA](#)) has control of Route 109, the state roadway through Barnesville, and thus bears liability for traffic control and safety of drivers and pedestrians. Town officials had been in contact with SHA staff many times over many years requesting assistance but had not achieved what we asked for. Now, however, because the Town was able to produce ticketing data from speed cameras as well as on-site police citations from Streethawk, the staff of Maryland Highway Administration began to reassess its position regarding road safety in Barnesville.

One of the Town's requests to SHA had been for a 3-way stop sign at the intersection of Barnesville Road and Beallsville Road. After studying citation data and verifying traffic volumes with other means, SHA staff engineers concluded that a better strategy was a pair of 3-way stops: one at the intersection identified by the Town, and another at the intersection of Old Hundred Road and Barnesville Road.

Town officials convened a community meeting to hear directly from the engineers with details about the proposal, including queueing data so residents could predict how much traffic backup might occur on Barnesville Road during rush hours when the stop signs were in place. After deliberation, following this meeting, Town Commissioners concluded that safety was paramount and requested the State of Maryland to install the two pairs of signals as proposed. Stop sign installation occurred in October 2018.

As of this writing, The Town has more than fifteen months experience with the new signs. Traffic through Town has slowed significantly. In particular, the volume of truck traffic on Barnesville Road has declined significantly (this was a prediction by the engineers). Streethawk has been monitoring compliance with the stop signs, issuing warnings and citations as needed.

Reports of these citations indicate few repeat offenders. Town residents are not experiencing difficulty with queues of cars blocking driveways.

The Town is encouraged to continue monitoring and enforcing speeds within the Town limits. This plan supports continued work and advocacy by the Transportation Committee. The next safety issue needing to receive attention and correction is the evidence of high speeds by vehicles heading out of Barnesville to the south, going downhill on Beallsville Road. This is related to safety issues at the MARC station, which follows.

4.3 Major Issue — Access and Safety at The Barnesville Marc Station

Because the MARC Station is just a few hundred yards outside the Town limits, residents are frequent users of the commuter rail service. Demand for commuter service is increasing on the line, resulting in high demand for parking spaces in the two MARC parking lots. There is no bus service to the station. Some residents live close enough to walk, but there is no sidewalk or other safe walkway available and no signage to warn drivers that pedestrians may be present.

In addition, individuals opting to ride the MARC trains on weekdays are frequently finding the parking lot full when they arrive. Some commuters are now parking on the edge of Sellman Road then walking across Beallsville Road to the train platform. This is not a signaled intersection and has very poor sightlines.

For all the above reasons, this Plan encourages the Town to continue working with various Montgomery County and State agencies to bring improvements to the Barnesville MARC station. Discussions are already underway, exploring alternatives that might be helpful. Some are outlined below:

Connectivity

Poolesville is the nearest town with Ride On bus access but bus route 76 does not connect the Barnesville MARC Station to Poolesville via that Ride On bus service. This seems like a lost opportunity for a rapidly growing commuting population in Poolesville who could benefit from MARC service. Such a bus could also connect Barnesville residents to the Shady Grove metro station.

The Town of Barnesville also is trying to work with the State and County to get pedestrian and bicycle access from Barnesville to the MARC station — a little less than a mile.

Safety

With virtually no shoulder on State Route 109, it is extremely hazardous for any pedestrian to attempt to walk or bike from the Town of Barnesville to the Barnesville MARC train station. Barnesville is working with the County to get sidewalks in the Town limits but wants the walkway

to continue all the way to the train station. This will require support from MARC and others and ideally should be part of an overall plan to make MARC service more accessible in the County. Barnesville is one of the MARC stations where parking is a challenge as the lot fills up daily and spills onto access roads that have no safe pedestrian crossing. Bus service connecting to Poolesville would alleviate the need for some parking and improve the situation.

Additional Parking

Town residents have expressed an interest in expanding parking at the MARC station. As noted above, some individuals park now along Sellman Road and walk to the train platform. If additional parking were to be approved either along Sellman, or on the other side of the tracks and overpass, there would need to be major pedestrian safety improvements, perhaps including an overpass for pedestrians that parallels the train overpass above Route 109.

Other parking possibilities are expansion of the lot along the north side of the tracks, or perhaps relocating the historic general store building to enable expanding the lot on the south side of the platform. The County has also confirmed that they own the land on Hillrise Lane opposite the train station that was used as a through road until the at-grade railroad crossing was closed down. Now, the land is vacant and could be used to provide parking if adequate safeguards for pedestrians crossing Route 109 were put in place via stop signs or other traffic controls.

There are many legal, safety and fiscal issues that will require solutions for a plan to be successful. The Town commits to coordinating with all relevant agencies to work for solutions.

Ag Reserve and Marc Rail Communities

Sitting in the heart of the Ag Reserve, there is an opportunity to make the MARC station near Barnesville part of an overall effort to make the Ag Reserve more accessible to State and County residents. Likewise, there is an opportunity to add Barnesville to the MARC rail community's effort that has begun in nearby Boyds. In addition to the station there is an unutilized historic site, a former General Store, adjacent to the MARC train station. Thus, Barnesville has some of the same historic and cultural resources as Boyds and Germantown.

A map showing parcel ownership in the vicinity of the MARC platform is included in the map section of this document and accessible [here](#). Barnesville's leaders have begun discussions with County and MARC staff, exploring all of the issues above, and this Plan urges that exploration to continue.

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Chapter 5. Sidewalks – Pedestrian Safety, Parking

History of Sidewalks in Barnesville

From 1888, when the Town was incorporated, the Commissioners of Barnesville were dedicated to providing sidewalks for residents. They supervised the building of the first sidewalks from oak boards and other lumber. Realizing that this sidewalk material needed regular repairs, the Town began installing the first concrete sidewalks in 1910. (See sidewalk Segments A, B and C in the chart below.)

However, Barnesville's concrete sidewalks were never constructed throughout Town, on all roads and on both sides. In 2005, the Master Plan recommended re-starting sidewalk construction on selected road segments, as identified in the chart below. These recommendations were aimed at serving public destinations in Town, including Hilton Funeral Home, Lillard Store, Town Hall, Catholic Church, Baptist Church and Post Office.

Since 2005, the Commissioners have worked with a consultant, Town residents/property owners, and public officials to begin the anticipated construction. Two new segments have been built since then. (See Segments E and G in the chart below.)

This plan recommends continuing sidewalk construction, not just for the above-mentioned destinations, but for every part of the Town except for West Harris Road. Montgomery County has designated West Harris Road as an "Exceptional Rustic Road." As such, it is planned that West Harris Road will not be paved and will remain an inviting country road without the need for sidewalks. Thus, the chart below identifies sidewalk segments throughout the Town, on both sides of the roads within Town, and in some cases beyond (e.g., to the train station on Beallsville Road, and to the public elementary school on Barnesville Road, both of which are just outside the Town Boundary).

The plan's goal is to make Barnesville safer for all residents and pedestrians who wish to walk or bike for exercise, visit neighbors or attend Town events, and allow children and adults safe places to wait for transportation to school or elsewhere.

Chart of Sidewalk Segments

Segment Label	Where	Existing, proposed, on hold or "new"	Priority	Date constructed or to be constructed; other notes as needed
A	North side of Barnesville Rd., edge of Town to Harris Rd.	Existing.	Complete	Unknown.
B	North side of Barnesville Rd., Harris Rd to intersection with Beallsville Rd.	Existing.	Complete	Unknown.
C	South side of Barnesville Rd., from Beallsville Rd. in front of 18040 Barnesville Rd	Existing.	Complete	Rebuilt by State of MD contractors, after 2005.
D	West side of Beallsville Rd. from Barnesville Rd. to Post Office.	Recommended in 2005 Plan to serve Post Office. Design may incorporate a wooden walkway for part of length.	High	Not scheduled; Town Commissioners are negotiating with County and State officials.
E	South side of Barnesville Rd., from point where existing sidewalk ends to intersection with Old Hundred Rd.	Recommended in 2005 Plan to serve Town Hall.	Complete	Installed by Montgomery County contractor fall 2018. Area near large existing tree has special permeable surface (non-concrete) to permit the tree to remain.
F	North Side of Barnesville Rd, from intersection with Beallsville Rd to intersection with Old Hundred Rd. (ends at Town Hall.)	On hold. Not recommended in 2005 plan.	Low	Would serve Town Hall if built.
G	North side of Barnesville Rd., from intersection with Old Hundred to driveway of Baptist Church.	Recommended in 2005 Plan because it connects Town Hall with Baptist Church and parking there.	Complete	Installed by Montgomery County contractor at County expense. Was initially built as an asphalt path, then replaced by concrete sidewalk in Fall 2018.

Segment Label	Where	Existing, proposed, on hold or "new"	Priority	Date constructed or to be constructed; other notes as needed
H	West side of Old Hundred Rd., from intersection with Barnesville Rd for homes along that side of Old Hundred Rd.	On hold. Not recommended in 2005 plan unless funds for construction become available.	Medium	Would serve Town Hall.
I	East side of Beallsville Rd, from intersection with Barnesville Rd. to Hilton Funeral Home. This segment is opposite Segment D above.	New Segment in this plan.	Low	Note this segment was labeled "alt D" in the 2005 Plan.)
J	South side of Barnesville Rd, from intersection with Beallsville Rd. to western edge of Town	Not recommended in 2005 plan.	Medium	This segment is across the road from existing sidewalk, Segment A.
K	East side of Beallsville Rd., connects with end of segment I, at Hilton Funeral Home, and extends to the southern-most boundary of Town on Beallsville Rd.	New Segment in this plan.	High	Part of this segment was given to the Town in an easement as a condition of subdivision approval. From this point (easement) to the train station is on private land outside the Town, but the plan requests a negotiated continuation of a walking path all the way to the Train station.
L	West side of Beallsville Rd, from Post Office to southern-most boundary of Town and continuing to the MARC station	New Segment in this plan.	High	This segment is opposite segment I. From the end of Segment L to train station is on private land outside the Town, but the plan requests a negotiated continuation of a walking path all the way to the Train station.

Segment Label	Where	Existing, proposed, on hold or "new"	Priority	Date constructed or to be constructed; other notes as needed
M	North side of Barnesville Rd. from the end of Segment A to the westernmost boundary of Town.	New Segment in this plan.	High	From the end of Segment M to elementary school is on private and public land outside the Town. This plan requests a negotiated continuation of a walking path all the way to the entrance of elementary school.
N	East side of Old Hundred Rd., from intersection with Barnesville Rd.	New Segment in this plan.	Medium	Opposite segment H on west side of Old Hundred Rd.
O	South side of Barnesville Rd, - extends Segment E to Town's eastern Boundary.	New Segment in this plan.	Low	

Please see the [sidewalks map](#) with the segments identified.

Recommendations Carried Forward From 2005 Plan

This Plan believes that with sensitive design, the proposed sidewalks will be of minimal adverse impact on the adjoining properties and may well improve their value.

1. As the Town moves to construct the sidewalks, it should make maximum use of the opportunity to do so in conjunction with related roadwork by the State or County.
2. The Plan recommends that new sidewalks be constructed within existing public rights of way wherever possible.
3. The Town should work actively with each adjoining property owner to assure that the sidewalk enhances the property, and that the concerns of the owner are taken fully into account.
4. The Plan recommends that the Town work with the County to select appropriate materials for the sidewalks.
5. The Plan further recommends pavement crosswalk markings and/or signage where appropriate.
6. The Town should seek opportunities to work with Montgomery County Government and the State of Maryland to fund, design and build all of the sidewalks mentioned. All roads and rights of way in Barnesville are controlled by these jurisdictions.
7. The Plan recommends crosswalks be installed across Old Hundred to the Town Hall and across Barnesville Road to Lillard's Corner.

Sidewalk Access and Parking for Town Hall

Even with new sidewalks in place, some residents and visitors to the Town Hall will come by car. At this time, there is minimal paved space in front of the Hall for parking two or three vehicles. There is no turn around space, so vehicles will inevitably be making potentially unsafe movements in or out of the parking area, from or onto Barnesville Road.

Since the re-opening of the remodeled Town Hall, supplemental parking space has been offered to the Town at no cost by the Barnesville Baptist Church. This arrangement has worked well. The new sidewalk recently installed (Segment G) from the church's lot to the intersection with Old Hundred Road permits safer walking.

The 3-way stop signs installed by the State of Maryland at this intersection show evidence of managing traffic to increase safety for both drivers and pedestrians. New pedestrian crosswalk markings were added to improve safety even further.

Although there have been no crises involving parking arrangements described above, this Plan recognizes that a Town-owned parking lot for Town Hall visitors would be preferred to "borrowed parking" which is now all that is available. Vacant land across Barnesville Road from the Baptist Church is one target of opportunity — it may be possible to acquire land of between 1/2 and 1 acre, preferably at the northwestern corner of the site, for development of a Town Hall lot. The distance to the Town Hall from the referenced corner would be no longer a walk than

the walk from the church parking lot. This plan recommends that Town Commissioners explore this possibility with the property owner.

Chapter 6. Housing in Barnesville

As of July 2020, a new State law requires all comprehensive plans to include a discussion of housing. Thus, this new chapter. *NOTE: Discussion of housing in this chapter relies on a database of parcel information assembled by Barnesville officials using online records maintained by the Maryland Department of Assessments and Taxation.*

The reader will recall that a major goal of this Plan is to retain Barnesville's status as a "small rural village" with minor commercial activities. This chapter discusses how that vision has been implemented in prior years, and how this plan anticipates the future.

Barnesville's boundaries encompass 268 acres of land (less than ½ square mile.) The Town has been divided, over the years since its incorporation and with annexations, into 90 parcels of varying sizes, from less than 1/2 acre to 35 acres. The small parcels typically face Barnesville Road, which in early Town history was named Main Street.



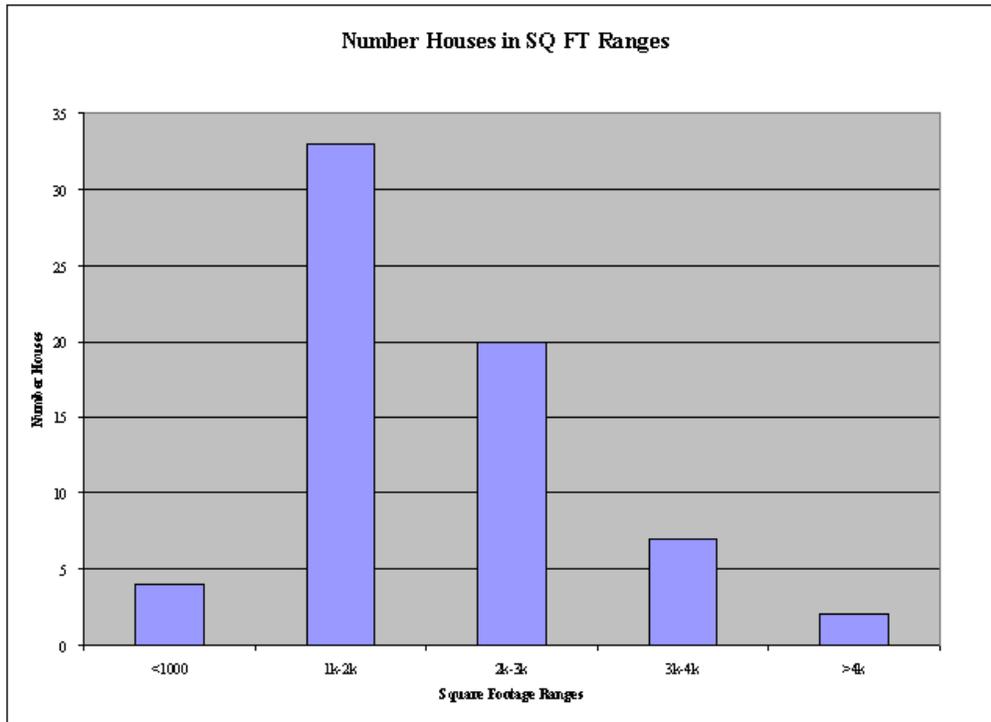
The Zoning category assigned to all parcels (with one exception) by the Town is RA, Residential–Agricultural. Three parcels that were in commercial use when the original zoning was established have been “grand-fathered” with commercial use, and the underlying RA zoning applied. Only single-family residences are permitted because there is no public water or sewer.

The 35-acre parcel mentioned above is zoned BRDT. This is a zone that was created when the parcel was annexed into the Town with its Montgomery County zone, Rural Density Transfer. The owner prior had, prior to annexation, transferred the density from the site, leaving only enough for one remaining residence, which is currently under construction.

Returning to the data for the 90 parcels within the Town, 69 are developed (all are residential with three having grand-fathered commercial use as noted above); 21 are undeveloped. Because every residence must use a private well and private septic for water and sewer service, a new home in the RA zone must have a minimum lot size of 4 acres so that it can meet the requirement for backup septic fields. Of the undeveloped parcels, some are large enough for subdivision and additional housing, but many are less than 4 acres or are out-lots, so will remain vacant.

Size of Barnesville Residences and Other Buildings

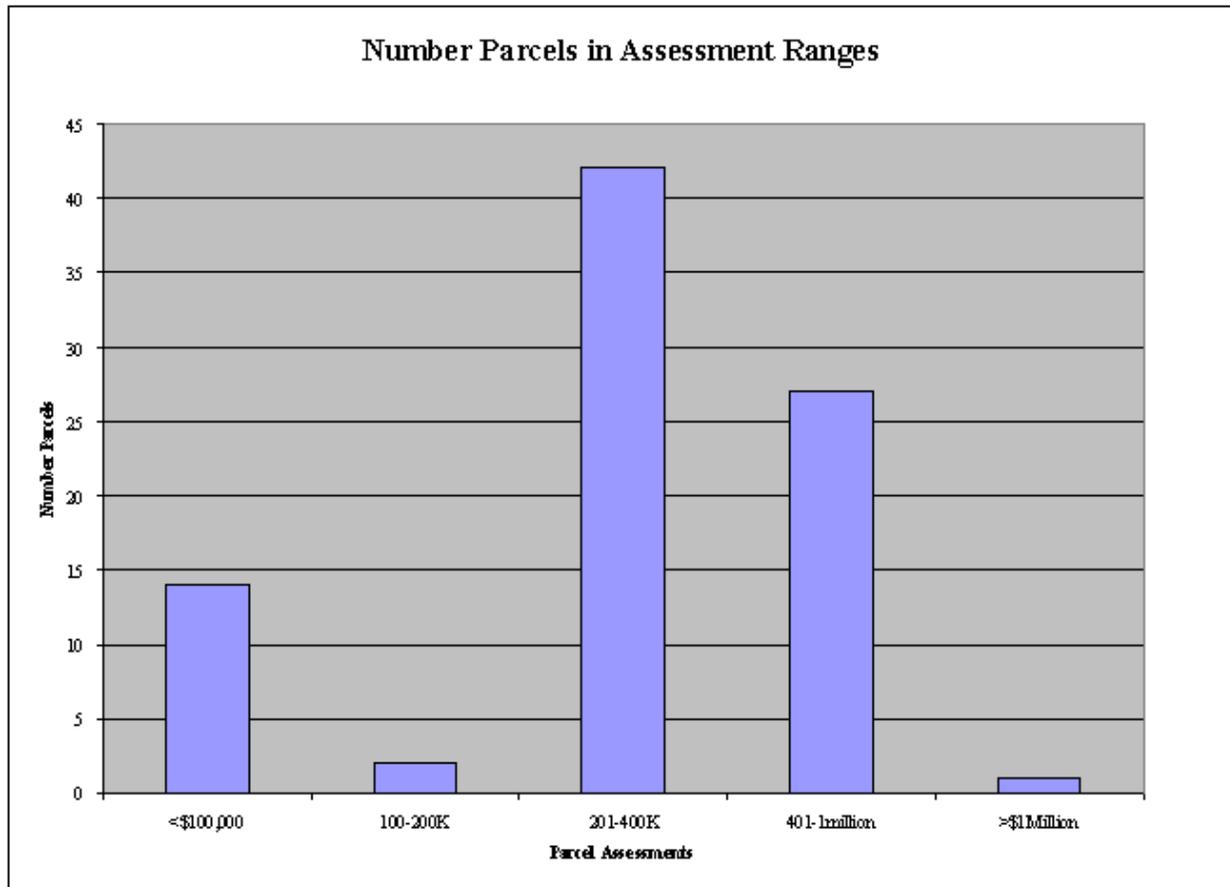
The chart below tells us that the majority of homes in the Town are smaller than 3,000 square feet. The largest number of buildings are sized between 1-2,000 square feet. This reflects the history of the Town when homes often were modest in scale.



Today's trend, however, is to design and build larger homes. The size of newly constructed homes in Barnesville is between 3-4,000 square feet. There are also larger older houses, but no new small homes.

The two structures in the far-right bar on the chart, over 4000 square feet, are church buildings.

Assessment Data



The average property assessment in Barnesville is approximately \$325,000. (Compare this to Montgomery County as a whole where the average assessment is \$603,000.)

The Town's average assessment is skewed downwards by the many properties with agricultural use factored into the assessed amount. Other factors that affect assessment are smaller house size and low turnover of property ownership. In the chart above, the parcels with assessments lower than \$200,000 are either vacant and/or have agricultural use exemptions. Of those properties in the \$200-400,000 range, there are some larger size parcels that have assessments divided between residential use and agricultural use. The largest single assessment in Barnesville, over \$1million, is on property owned by St. Mary's Catholic Church, which is exempt from paying tax. Our database shows that 10% of the assessable base of Barnesville is exempt from taxation; two of the exempt properties are Town owned, others are owned by churches.

Residential Design

A unique feature of homes in our Town is the wide mix of architectural design. Among the styles are brick and wood ramblers, Cape Cods, cottages, farmhouses, Victorian, 4-Square, split level and even I-houses. (An I-house is an older, classic mid-Atlantic style consisting of two stories, two rooms on each floor, with a chimney at each end of the house, i.e., the house looks like the capital letter “I.” Most of these I-homes, originally small houses with small lots, have been remodeled and enlarged so that one must look carefully to spot the original design.)

Today’s residences were constructed beginning in the early 1800s then continuing through the decades — even today there is new home construction taking place. Older homes continue to be upgraded with additions and renovation.

Most homes have accessory buildings, perhaps one, often several. There are barns, sheds, professional offices, artist studios, garages, workshops, animal shelters, storage buildings and more. Of particular interest are many small log cabins (usually brought in from elsewhere and reconstructed on a new foundation) now used as workshops, offices or perhaps playhouses.

The Town has no on-street parking. There are no homeowner associations. There is no area in the Town that echoes contemporary suburban design. There is minimal infrastructure, even the streets are controlled by others. Barnesville is a village that grew over two centuries, always focused on agriculture and mutual community support. It is not unusual for residents to stay in the same home for decades and retire there.

Zoning Favors Residential Uses

The two zone categories in Barnesville’s Zoning Ordinance, R–A and BRDT, favor and permit various residential uses (along with agriculture). Included uses are: Single-family detached dwelling, farm tenant dwelling, guest house as an accessory use, care home, foster home, rental of room within a dwelling, and, with Special Exception review, an accessory apartment and several others.

The ordinance includes the following definitions for residential uses:

“Dwelling, One-Family or Single-Family: A building containing not more than one (1) dwelling unit.

Dwelling Unit: A building or portion thereof providing complete living facilities for not more than one (1) family, including, at a minimum, facilities for cooking, sanitation and sleeping.

Family: An individual, or two (2) or more persons related by blood or marriage, or a group of not more than five (5) persons, excluding servants, not related by blood or marriage, living together as a single housekeeping group in a dwelling unit.

Care Home: A home which provides board, shelter and personal services in a protective environment for persons not gainfully employed, not including child care or a group residential facility. Includes rest and nursing homes, convalescent homes, and boarding homes for the aged established to render domiciliary care for chronic or convalescent patients, but excludes foster homes and nurseries, or facilities for care of feeble-minded or mentally ill patients, senile psychotics, or drug addicts.

Farm Tenant Dwelling: A dwelling unit occupied by agricultural worker(s) actively engaged in farming on a full-time or part-time basis on a farm under the control of the owner or operator of the farm on which the farm tenant dwelling is located...

Foster Home: A dwelling which was originally acquired and maintained as the principal domicile of the adult head of household and which has subsequently been approved and/or licensed to shelter children by either the Department of Social Services, Juvenile Services Administration, or any licensed child placement agency.

Guest or Tourist Rooms: A room, rooms or suite of rooms in a building originally designed, constructed and utilized as a single-family dwelling in which, for compensation, living and sleeping accommodations are provided for transient visitors to the Town and for which all furnishings and housekeeping services are provided and maintained by the management. The guest or tourist room shall have no provision for cooking, except that if they have minor kitchenette facilities.

Use, Accessory: A use which is (1) customarily incidental and subordinate to the principal use of a lot or the main building thereon, and (2) located on the same lot as the principal use or building. In addition, a temporary structure or trailer used for construction administration or real estate sales in conjunction with and during the period of development, construction or sales within the same site or subdivision in which it is located is also an accessory use.

No Building or Use Permit shall be issued by the President of the Commissioners until the Montgomery County Health Department shall have approved the proposed water and sewage disposal facilities required in connection with the proposed building or use.

Zoning – Agricultural Uses.

Farming is a permitted use throughout the Town. Barnesville residents raise livestock — sheep, cattle, chickens, horses, and various other animals. Gardening is done throughout Town. Field crops such as hay, corn and soybeans are grown on larger parcels. Agricultural processing is a permitted use as well.

Population

Because we do not yet have the 2020 Census results, the Town's database estimates the number of residents in each house. The total is 147 persons, surprisingly fewer than the 2010 Census reported. Declines are due to several factors, including death of a resident, divorces,

two vacant homes, children achieving self-sufficiency and moving out. Barnesville's housing turnover is low, so the population is aging. New births are infrequent.

The average number of persons per Barnesville household is 2.8. For the County as a whole, the average is 2.77 persons.

Future Housing Goal

This Section suggests strategy changes and an amendment to the Subdivision Ordinance, suggesting that Barnesville establish a new goal of increasing the number of smaller housing units within the Town. This Plan labels such housing units as Auxiliary Dwelling Units, or ADUs.

1. This goal will likely increase Town revenue due to increasing those households that file income tax returns, and perhaps property tax if assessments increase more than the usual patterns.
2. Adding small housing units will bring social benefits to those who live here as well as newcomers who need this size housing units, perhaps even making it possible for a single person living alone in a large house to move within the Town to a smaller, more affordable home.
3. New housing that brings in more families with small children will fill existing elementary school capacity at Monocacy Elementary.

It is readily apparent from the graphs shown above that Barnesville already has considerable stock of moderately priced housing (assessments under \$300,000) and modestly sized homes (under 2000 square feet), especially as compared to Montgomery County overall. One method to encourage smaller housing is to use existing housing in ways already permitted. Another method to add small size housing can occur when larger vacant properties are subdivided as there are very few undeveloped parcels in the 4-acre minimum size. See chapter 7 on Municipal Growth for a fuller discussion.

The first strategy for increasing the supply of smaller housing units in Barnesville requires no ordinance changes:

1. Encourage Accessory Apartments. The Zoning Ordinance already permits these Accessory apartments with special exception review. What's needed to encourage their development is to outline the application process for obtaining a Special Exception (SE) and list the kinds of review that the Board of Appeals will likely focus on in its decision making. It will be essential that an SE review include a review of septic and well sufficiency.
2. Encourage home sharing. Many residences in Barnesville are large enough for more than the one or two people residing there. The Town could educate residents on the opportunities that home sharing can offer, including income, assistance with chores, animal care, etc. The Town might establish a committee of residents to spearhead this project.

Another strategy would require changing the Subdivision Ordinance to encourage adding ADUs to any future subdivision plan. Without this modification, it is highly probable that all future homes on new lots will be large and expensive.

In this method:

1. Every applicant for subdivision approval would, along with other data submitted, include a proposal for ADUs on some or all of the residential lots in the application. Because ADUs affect how water and sewer capacity on each building lot is allocated, it is an appropriate time to determine how that allocation would work when there is a main house and an ADU. The requirement would encourage the maximum number of lots with ADUs, each of which would need sign off, along with main house approval, from Montgomery County Water and Sewer permit staff.
2. The 4-acre minimum lot size and 150' road frontage requirement would not be changed by including the ADU.
3. The Planning Commission would then review the proposal and make the final determination as to how many and which lots will have ADUs.
4. The ADU would not be on a new lot but would always be within the parcel of the main house.

ADUs can be envisioned as “granny flats” or perhaps as “farm tenant buildings.” These units might house family members of those living in the main house, or perhaps be rented to individuals who need affordable housing and wish to live in a rural setting.

Chapter 7. Municipal Growth

This chapter is the municipal growth element for the Town of Barnesville's comprehensive plan. It presents analyses of land consumption and facilities impacts that can be expected as a result of the projected growth of the Town's population from the year 2020 to the year 2040.

Barnesville's population in 2010 was 172 persons. The Town provides limited municipal services to its residents. From the time of its formation in 1888, the Town has never provided public services such as roads, schools, libraries, public water and sewer services. This plan anticipates no change in that policy. Thus, any increase (or decrease) in population over the coming twenty years will not cause an expansion of services offered by the municipality. Public services to Town residents are provided today by Montgomery County Government and any increased demand from the Town has been factored into service projections by the County.

The Town's historical rural character, scenic agricultural views and sense of community combine to make Barnesville a good place to call home. By preserving the Town's assets, its connection to agriculture and the social community that we have today, we can achieve a balance between old and new that respects the land, the water, and the ecosystem. It is not a goal of the Town to grow or add public or commercial services. Rather, Town policies will be targeted toward retaining our residential nature and preserving our viability as a small rural town.

7.1 Barnesville's Past (Prior To 2020)

Population and Housing (Census Info)

Year	Population	Housing Units
1930	119	NA
1940	121	NA
1950	130	NA
1960	145	NA
1970	162	47
1980	141	54
1990	170	63
2000	161	65
2010	172	67

Recent History of Annexations

In 1987, Barnesville annexed seven parcels located on Beallsville Road. All properties were three acres or less in size and had older homes on them. Also, in 1987, the Town annexed a farm that has a pipe stem access onto Beallsville Road with agricultural land adjacent to the Town boundary. All of these annexations were requested by the property owners. The seven smaller properties were zoned R200 in Montgomery County. When they came into the Town, all parcels were put into Barnesville's R-A zone, a single-family residential-agricultural zone. The farm property, prior to annexation, was in two zoning categories. The small "pipe stem" portion was zoned R200. The larger farmed portion was in the County's RDT zone; development rights associated with the property had been sold prior to 1987. In order to bring this property into the Town with no change in land use, the Town created a BRDT zone, modeled after the County's RDT zone, and placed the entire farm property into that BRDT zone. Thus, the 1987 annexation was accomplished with no change in land use or density.

Land Uses

Barnesville has always been a residential community with limited commercial properties. More than 90% of the 88 parcels in Town are used for single-family dwellings or are undeveloped. A few parcels have existing structures that are not habitable and have been in that condition for twenty or more years.

Properties with structures other than housing are either community buildings (churches, Town Hall) or properties that were grandfathered in as non-conforming commercial uses when the first Town master plan was adopted. These few grand-fathered properties have historic status in the Town, including a funeral home, a small office building/post office and a general store.

Notes on Recent Residential Changes

One subdivision has been approved (in 2014), creating two residential lots, each slightly in excess of 4 acres. Both are currently vacant, although one owner is preparing plans for construction.

On the BRDT farm parcel described above, a new residence is under construction. This follows many years when the land was vacant. Several residential structures have been or are being extensively renovated. Various residential properties in Town are vacant. Several are listed for sale; one is neglected by its out-of-town owner.

Town's Policy on Providing Public Services

Barnesville provides limited municipal services, as follows:

1. Weekly trash and recycling pickup (private contractor)
2. Street lighting
3. Sidewalks

4. Maintenance of the two Town-owned facilities – the Town Hall and Lillard’s Corner park

Town meetings, including legislative and planning/zoning services, are held in the Barnesville Town Hall.

The Town issues building permits; every applicant must also obtain a building permit from Montgomery County Department of Permitting Services. All permit inspections and storm water management services are provided by Montgomery County Government.

In its entire history, the Town has never provided public services such as roads, mass transit, schools, libraries, public safety, public water and sewer services, etc.

Here is an inventory of public services for Town residents, along with the service provider and the location of nearest service:

1. **Schools:** none in Town. Montgomery County Public high school and middle school located in Poolesville; elementary school is less than one mile outside town limit.
2. **Water and Sewer:** none; all properties on private well/septic. Washington Suburban Sanitary Commission has no plans to extend water/sewer lines from Germantown or Clarksburg.
3. **Bus Transit:** none. Ride On buses by Montgomery County available in Poolesville or Germantown, approximately 7 miles.
4. **Metro Rail Mass Transit:** none. Nearest METRO station at Shady Grove.
5. **Commuter Rail:** MARC service available Monday-Friday; station is just south of Town boundary
6. **Library:** none. Nearest Montgomery County Public Libraries in Poolesville and Germantown.
7. **Health & Social Services:** none in Town. Montgomery County offers these services in Germantown.
8. **Public Safety:** none in Town. Montgomery County Police Station in Germantown; nearest Fire/Rescue station in Beallsville, 4 miles.
9. **Parks and Recreation:** A passive park is located in the center of Town. Nearest Montgomery County parks in Beallsville, approximately 4 miles.
10. **Post Office:** located in Town.
11. **Roads:** no roads owned or maintained by the Town. Our roads are (a) State Rt. 109 and (b) County roads Barnesville Rd and W. Harris Rd.

7.2 Barnesville's Future (Through the Year 2040)

Anticipated Annexations

Barnesville does not anticipate initiating any annexations. Should a property owner adjacent to the Town boundary request annexation, the Town's policy will be to seek citizen input as to desirability of annexation and then to annex it only with the land use that is in place under Montgomery County zoning.

Anticipated Land Uses Changes

Barnesville is committed to remaining a rural village. There is no plan to change zoning categories from the existing R–A and BRDT zones.

If no land is annexed by the Town, the only land use changes likely to occur will be when vacant parcels are developed for single-family residential purposes. Twenty undeveloped properties in Barnesville are zoned R–A, Residential Agricultural. Most of these are small out-lots adjacent to a parcel with an existing single-family house. These will not be developed because the minimum lot size for a new single-family dwelling unit is 4 acres.

Vacant properties or underdeveloped parcels large enough to be subdivided into lots that meet the minimum lot size for new housing are as follows:

Parcel # - Street name	Number of acres	Number of potential added building lots *
P488 - Barnesville Rd	8.55	2
P545 - Barnesville Rd	4.53	1
P550 - Barnesville Rd	25.46	6
Thomas - Barnesville Rd	25.00	6
P338 - Old Hundred Rd	10.40	1
P388 - Old Hundred Rd	9.16	2
P478 - Old Hundred Rd	4.78	1
P340 - W Harris Rd	14.00	2
P505 - W Harris Rd	19.73	3
Total Potential*		24

Please see the [Parcel ID](#) map for locations within Town.

*NOTE: Barnesville’s Zoning Ordinance requires access to a public street to add a dwelling unit to a vacant lot. The Subdivision Ordinances requires 150’ of frontage on a public street for each dwelling unit. Thus, some of the vacant or underdeveloped parcels listed above may not achieve all possible dwelling units due to this requirement. In addition, some may not meet requirements for well and septic. Thus the “TOTAL” number of units above must be understood as an upside estimate only.

Because Barnesville has no public water and sewer service, and no expectation of it being available within the 2040-time horizon, this Plan continues to support definitions for large and small subdivisions added to our Subdivision Ordinance in 2012, (large = 8 or more lots, small = 7 or fewer lots.) The Town continues its designation of all properties within the Town limits as Tier III as defined in Maryland's Sustainable Growth and Agricultural Preservation Act of 2012. Any new subdivision will be reviewed for compliance with guidelines of this act.

Population Projections

For purposes of this analysis, we projected all possible future dwelling units, but of course, not all will be built in the horizon of this study. Nevertheless, using the current average household size of 2.8, the above full potential (24) dwelling units could increase the Town population by 68 persons compared to the number living here in 2020.

Implications for Public Services from The Above

No new public services will be required for an anticipated population increase of 68 persons.

Restatement of Policy on Providing Public Services

Barnesville does not anticipate changing its policy regarding municipal services between 2020 and 2040. Town residents will continue to rely on Montgomery County Government for services such as schools, libraries, public safety, water and sewer services, transportation, permit inspections, etc.

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Chapter 8. New Issues

Introduction

In the years since 2005 when the prior Barnesville Master Plan was approved, significant changes have occurred in communications, in society and on our planet. We now have cell phones that are also computers. Digital Photography. GPS. Audiobooks. Ride sharing. Texting. Airline boarding passes on your phone. Home sharing. Streaming music/movies. Drones. Robots. Apps. Online shopping. Telecommuting. Climate changes and instability. Social Media. Round-the-clock world news coverage. The changes go on and on.

Even the early months of this year, 2020, brought surprises. Everyone in Barnesville is coping with significant changes in our daily lives as we collectively face a new, highly contagious virus that brings risks of serious illness, even death to every community on earth. Health experts have advocated social distancing to limit the spread of disease and Maryland's elected leaders have imposed stay at home orders that remain in place as this plan is being put into final draft form. We don't know what changes are ahead for our Town in a post-coronavirus world.

Someone passing through Town would see no evidence of these significant changes because the physical layout and appearance of Barnesville has changed little. But residents are participating in all of the above social, economic and technological changes, and thus some uses made of buildings and land have changed.

This chapter lists and discusses various new patterns and suggests those that the Town address through new procedures, new legislation or changes to existing codes.

5g Communication Technology

When broadband services were first approved in Montgomery County, one condition was that all municipalities be served by the franchisee. Thus, Barnesville is one of the areas within the Agricultural Reserve with cable and internet services available to any residence without additional installation costs. Now that internet availability has become even more important than cable access, customers are eager to get the highest bandwidth possible.

A recent opportunity for even higher bandwidth is a new antenna technology called 5G. Federal agencies and service providers have pushed hard throughout the country to make sure there are no local jurisdictional impediments to installing this technology where customers want it. This came into focus for the Town officials in spring 2019 when a deadline for municipal regulatory changes approached. The requirement was to adopt standards prior to April 15th or forever forego the opportunity. Town officials did adopt the standards shown in [Ordinance to Regulate Small Wireless Telecommunications Facilities in the Rights-of-Way](#) for our Town at that time.

Home Sharing – Short-Term Rentals

Barnesville residents are using online businesses such as Airbnb and VRBO – not just as customers but also as providers of accommodations within the Town. Current zoning for our Town lists “Tourist Home” as a Special Exception use. The definition for Tourist Home does not clarify whether the home’s owner (or representative) must be on the premises. Current residents offering the service have not sought or received the special exception.

Another recent event to note is that Montgomery County regulations now require annual registration and inspection of short-term rentals. See [legislation here](#). The provider must also pay a 7% hotel occupancy tax.

This Plan recommends that the Town adopt a Zoning Text Amendment to accomplish the following:

1. Make Tourist Home a Permitted Use once the homeowner provides proof of Montgomery County registration and has passed the County inspection.
2. Amend the definition of Tourist Home to clarify that the homeowner or a non-owner permanent resident designated by the owner must be “on location”, i.e., no un-hosted short-term rentals.
3. Require payment of an annual fee to the Town. The fee would be set by resolution.

Scenic View Protection

Scenic Views are defined as having, providing, or relating to a pleasing or beautiful view of natural scenery such as mountains, hills, valleys, etc. Town residents enjoy various views of nearby Sugarloaf Mountain, pastures, fields and forests. These views are highly valued not only by residents but also by their visitors and even individuals passing through town.

During Subdivision of land, protecting scenic views is used as a standard when the Planning Commission evaluates an application for subdivision of land. Applicants must document how new construction affects views from current residential properties.

This plan recommends that the Town’s Building Permit application be used in a similar way. The permit form should be modified to require each applicant to identify when a new building or addition to an existing building will block a neighbor’s view. While zoning restrictions do not address blocking scenic views, the building permit applicant would be asked to clarify why closing off a view for neighboring properties is the preferred solution, why no other solution is feasible. The application would then be evaluated by the Planning Commission for compliance with all zoning requirements, followed by a recommendation to the Mayor and Commissioners for approval or modification.

Tree Preservation

Barnesville's method of preserving trees and forests has, to date, been through the Forest Conservation Ordinance. Today, with more emphasis on climate change and environmental protection, this Plan suggests the Town develop added strategies for emphasizing the value of and protecting trees because, for example,

1. Shade on houses reduces demands for energy
2. Trees provide wildlife habitat and sequester carbon
3. They add beauty to the Town
4. Plus, many other advantages.

The Town's current Ordinance stresses the value of tree retention in Section 9.2.

Retention

The following trees, shrubs, plants, and specific areas are considered priority for retention and protection and shall be left in an undisturbed condition unless the applicant has demonstrated, to the satisfaction of the Planning Commission, that reasonable efforts have been made to protect them and the plan cannot be reasonably altered:

(A) Trees, shrubs, and plants located in sensitive areas including the 100-year floodplain, intermittent and perennial streams and their buffers, steep slopes, nontidal wetlands, and critical habitats;

(B) Contiguous forest that connects the largest undeveloped or most vegetated tracts of land within and adjacent to the site;

(C) Trees, shrubs, or plants determined to be rare, threatened, or endangered under:

(1) The federal Endangered Species Act of 1973 in 16 U.S.C. 1531--1544 and in 50 CFR Part 17,

(2) The Maryland Nongame and Endangered Species Conservation Act, Sections 10-2A-01 through 10-2A-09 of the Natural Resources Article of the Annotated Code of Maryland, and

(3) COMAR 08.03.08;

(D) Trees that:

(1) Are part of a historic site,

(2) Are associated with a historic structure, or

(3) Have been designated by the State or the Town as a national, State, or Town champion tree; and

(E) Any tree having a diameter measured at 4.5 feet above the ground of:

(1) 30 inches or more; or

- (2) 75 percent or more of the diameter, measured at 4.5 feet above the ground, of the current State champion tree of that species as designated by the Maryland Department of Natural Resources.*

The current Ordinance includes exemptions, however, and this is where the Plan suggests changes. In the current Ordinance, building or modifying a single-family house on an existing lot does not require tree preservation unless an area of 40,000 square feet of forest is to be cut, graded or cleared.

This plan recommends that the Ordinance be modified to require every building permit application, whether for renovation or new construction of a single-family residence, to identify the trees on the lot that will be removed or severely altered for construction purposes. Should the assistance of an arborist be needed, it will be at the lot owner's expense. The permit application should identify any dead, diseased or invasive trees that will be removed.

The Planning Commission is already tasked in the Forest Conservation Ordinance with all responsibility for reviewing and enforcing the ordinance and requirements. Thus, the Planning Commission will review and approve or negotiate modifications for tree preservation when presenting a recommendation to the Town Commissioners. When the Planning Commission recommends replacement trees, native species will have top priority; the tree size and quantity will reflect that of trees being removed.

Parking for Town Hall

As noted in Chapter 4, visitors to the Town Hall are permitted by the Baptist Church to park cars on their lot. This informal agreement has worked well since 2008.

1. This Plan recommends that the fee schedule for renting the Hall include a small fee for "parking appreciation" and that the Town transfer the proceeds to the Baptist Church in gratitude for their courtesy. It will be the Town Commissioners who set the fee amount.
2. This Plan also recommends that the Town Commissioners explore with the landowner across Barnesville Road from the Baptist Church whether that owner might donate or sell approximately one acre of this vacant land to the Town. The land would be used for constructing a lot for visitors to the Town Hall.

Parking

The zoning ordinance, Section 7, currently permits parking on residential or other property if the parking is associated with a permitted use on that property. When the ordinance was written and adopted, the primary type of vehicle to be parked was a passenger auto, a small pickup truck or a vehicle related to agricultural functions. Passenger vehicles were then and continue to be consistent with the residential "feel" of the Town.

In the view of Planning Commission members, the number and variety of non-passenger vehicles could potentially grow large enough to change the residential character of the Town. Planning Commission members acknowledge that as home business uses become more prevalent (now even more so due to the demand for home offices as a result of coronavirus) and are added to the list of permitted uses, there may be vehicles associated with those businesses that have commercial use or size or carry commercial signage – i.e., not merely passenger vehicles belonging to residents.

Section 7 of the Zoning Ordinance focuses on Parking and lists the number of spaces required for various permitted uses. Planning Commission members reviewed all the requirements, and recommend changes as follows:

1. Add a definition of “vehicle” to specify the maximum size vehicle that can be parked with permission on a residential lot as “passenger or multi-purpose vehicle up to 3700 lb., and larger pickup truck or van style vehicles up to 10,000 lb. but excluding box trucks, dump trucks, utility trucks, roll back trucks, and trucks or similar used for industrial purposes.” (see [MD registration fees](#))
2. Add a footnote In Section 6., Development Standards, to the line that permits parking associated with permitted uses, with the following wording:
“vehicles and trailers associated with home offices or similar uses including any that carry commercial signage larger than 2’ x 2’ on each side, or visible tools or equipment, must be parked on the residential lot behind screening, inside a garage, or by other means so that such vehicles are minimally visible from public roads.”
3. Subsection C-3, (office uses) – Remove the requirement that links parking requirements to the square foot size of office. Add a requirement that there be at least one space for each 2 employees.
4. Subsection C-6, (spaces devoted to retail sales, such as a craft shop or antique sales) – Remove the requirement that links parking requirements to the square foot size of office. Add a requirement that there be at least one space for each 2 employees plus 2 spaces for visitors or customers.

Vacant Residential Properties

In recent months, the Planning Commission has noted that some existing residential buildings in Town remain vacant for months and even years. Sometimes the vacancy is caused by bank foreclosure or death of an owner, sometimes by what appears to be abandonment or neglect. A vacant property may be of concern due to uneven property upkeep compared to neighbors. In addition, there may be security concerns if no one is monitoring a vacant building. Furthermore, vacant residences provide no revenue to the Town through State and Local income taxes.

This Plan recommends that the Planning Commission report annually to the Town Commissioners on the location of each residence that has been vacant continuously during the

previous 12 months. This report will include the name and address of the property owner, length of time vacant and an assessment of the property's upkeep (land and building structures.) In cases where there appears to be neglect, the Planning Commission will advise the Town Commissioners to request inspection and action by Montgomery County housing code officials.

Home Business Located in An Accessory Building

The Zoning Ordinance permits home businesses of various types in the main residence and requires a special exception approval if the business is located in an accessory building on the lot. For many years, this special exception requirement has not been consistently followed by the Town.

The Planning Commission has recently determined that Town files do not include accurate or complete records of which properties have been granted the exception, when or with what conditions.

Town elected officers report that they receive a notable number of questions from residents and from prospective property buyers about home businesses, including occasional complaints about inconsistent enforcement.

This Plan recommends several strategies to correct this confusing situation. First it suggests strategies to educate of residents about home businesses and the relevant zoning rules, and incentives to increase compliance with these rules.

The Plan also recommends several clarifications in the Zoning Ordinance, including

1. changes to the Special Exception Process as applied to home businesses, and
2. clarification that home businesses in Town must not be primarily retails oriented to retail sales.

First, the education strategies:

1. Education strategies – Town officials should use the “Tidbit” (quarterly newsletter) and website to provide clear information about the existing rules for different types of home businesses. The information should be repeated at least annually.
2. Website pages to be added – The website should also include an FAQ to answer questions about home business requirements and approval procedures. The website should also include any forms needed to apply for a Special Exception.
3. Business Incentives – the Town should ask all current home businesses in the Town to register by provide basic information about such activities to the Town Clerk. The Clerk will provide a format and maintain a file. The registration is voluntary and every business that responds will be linked on the Town Website and Town Facebook page.

On occasion, the “Tidbit” will include feature articles about home businesses in our Town.

Next, two Zoning Ordinance changes:

The Barnesville Zoning Ordinance contains all the rules and procedures for granting of Special Exceptions.

The term “special exception” is not defined; this Plan recommends that it be added. I.e., “A Special Exception is a use that is not permitted by right but must be applied for from the Board of Appeals and allowed when conditions set by the Board are met. The Special Exception approval process may be expedited by the Board of Appeals when the applicant requests using an existing accessory building as the location for a home occupation.”

The process for an expedited Special Exception Review must then be added to the text of the Zoning Ordinance in Section 11, Rules and Procedures.

This Plan recommends that the expedited process be set forth and used by the Board of Appeals when an accessory building for the use already exists, meets all setback requirements, etc., has sufficient parking to meet requirements, and requires no exterior modifications for the business or office to be located therein. The Board would hold a public hearing for expedited applications as required and set conditions as needed. The Board of Appeals would also maintain a two-tiered fee structure, one for expedited applications, one for full applications.

Regarding product sales activity associated with businesses: There is currently no definition of Sales in the Zoning Ordinance, yet several categories of home businesses mention sales as a component of the business activity. This Plan recommends that a definition of sales be added, including:

1. Sales of any products to customers on site shall be an accessory or minor activity, subsidiary to the main business activity, and not over 15% of the gross floor area on site. Products offered online to customers have no such limitation.
2. Craft or art products offered for sale on site must feature items produced in Barnesville studios or by makers located in Barnesville.
3. Sale of agricultural products or nursery plants must feature products produced locally, meaning on the site or on neighboring sites within the Agricultural Reserve.

Agritourism

These are activities involving any agriculturally based operation or activity that brings visitors to a farm or ranch. Both the State of Maryland and Montgomery County have been promoting Agritourism as an attractive activity for rural areas. The motivation is stated as both economic development and preservation of open space.

In the Town of Barnesville, where we have RA Zoning and even farms within Town, it might seem logical to make agritourism a permitted use. This Plan notes, however, that the essence of Agritourism is commercial, i.e., selling events and products, especially in a way that encourages large numbers of visitors with money to spend.

Given that retaining the Town as a quiet rural village is the significant goal for our residents, it would be contradictory to encourage the “busy-ness” of Agritourism in our small village. Our road access is by two-lane roads, often with limited sightlines due to hills. In recent years, many agritourism events are focused on production and sale of alcoholic beverages. Barnesville does not wish to compromise vehicle or pedestrian safety by encouraging drivers on our rural roads who have been drinking.

We note that Barnesville permits agricultural activities everywhere in Town, including processing of agricultural products. Residents may have farm stands to offer vegetables, eggs, meat or other farm products. The Town strongly supports the economics of agriculture, but not the expansion of agriculture into tourism. This Plan recommends not adding Agritourism as a listed use. Thus, it will not be permitted if it is not mentioned.

Accessory Dwelling Units (ADUs)

Montgomery County Government and other counties/cities around the United States have initiated a new land use strategy to encourage the supply of affordable housing options. The approach is to change the zoning on parcels for single-family dwelling units to permit one additional “accessory” dwelling unit, either as a separate structure on the lot, or within the main dwelling unit. While controversial, various forms of this modification to single-family zones are being considered, and some have been adopted in recent months.

Barnesville’s Planning Commission discussed the pros and cons of this change for our Town, because members recognize the need for affordable housing, whether for family members or a friend or for parties yet unknown. Our Town, however, has one major difference from the majority of land in Montgomery County — our residences rely solely on wells and septic systems. To permit an additional dwelling unit on any property within the Town would require assurance that there is sufficient drinking water and septic capacity on that property to support the change.

Because the adoption of ADUs is so new in Maryland and elsewhere, and because well and septic capacity issues have not been explored, members of the Planning Commission defer further consideration of ADUs at this time. As the evidence becomes available – i.e., does the strategy work to create additional affordable housing? under what circumstances? — the Town may wish to consider future changes favoring ADUs.

Chapter 9. Zoning Ordinance Updates

This Chapter lists recommended changes to Barnesville's Zoning Ordinance (ZO).

Insert **[text to be inserted]**

Delete ~~text to be deleted~~

ZO – Section 3. Definitions

Page	Definition	Text	Notes
6	Guest or Tourist Rooms	A room, rooms or suite of rooms in a building originally designed, constructed and utilized as a single-family dwelling in which [the owner or owner authorized agent is resident] , for compensation, living and sleeping accommodations are provided for transient visitors to the Town and for which all furnishings and housekeeping services are provided and maintained by the management. The guest or tourist room shall have no provision for cooking, except that if they have minor kitchenette facilities.	Intent is no rentals where the owner or their agent is not present. Home swaps would be permitted. Make Tourist Home a Permitted Use once the homeowner provides proof of Montgomery County registration and has passed the County inspection Amend the definition of Tourist Home to clarify that the homeowner or a non-owner permanent resident designated by the owner must be "on location", i.e., no un-hosted short-term rentals. Require payment of an annual fee to the Town. The fee would be set by resolution.
6	Add definition of Accessory Apartment (alternate term used in Subdivision Ordinance is Accessory Dwelling Unit, ADU)	[An Accessory Apartment or ADU is a small, self-contained living unit that typically has its own kitchen, bedroom(s) and bathroom space. It can be located within the walls of an existing or newly constructed single-family home or can be an addition to an existing home. It can also be a freestanding accessory building (e.g., a cottage) on the same lot as the principal dwelling unit or a conversion/addition within a garage.]	This term is not currently defined in Ordinance. Accessory Apartment is a SE use in the RA zone
6	Add definition of "vehicle"	[A vehicle is passenger or multi-purpose vehicle up to 3700 lb., and larger pickup truck or van style vehicles up to 10,000 lb. but excluding box trucks, dump trucks, utility trucks, roll back trucks, or similar used for	This term is not currently defined. Vehicles are a permitted use when associated with a permitted use, such as a residence or home occupations. The range or type of vehicles associated with home occupations has

Page	Definition	Text	Notes
		industrial purposes. Agricultural vehicles are not covered by this definition; all agricultural vehicles are permitted when part of an agricultural use.”]	changed in the years since this ordinance was first written.
6	Add definition of Special Exception	[Special exception means a use which is permitted by this chapter after a public hearing and review by the Board of Appeals to determine what operating conditions (e.g., hours of operating, lighting, size, noise, etc.) are reasonable for sustaining overall community welfare and benefit, and that a permit is granted by the Board of Appeals listing those conditions.]	This term is not currently defined.
6	Add a definition of Sales	[Sales means on-site retail selling of products to customers, excluding online or mail order sales. Retail sales shall be a minor or subsidiary part of the overall activity in home-based businesses and when part of a business, shall emphasize products produced in Town or in the surrounding Agricultural Reserve.]	This term is not currently defined.

ZO – Section 6. Development Standards

Page	Section	Text	RA	BRDT	Notes
14	(2) Transportation, Communication & Utilities	Radio, television & microwave[, cellular communications, towers and structures]	SE	SE	Update reflected in 5g ordinance
14	(2) Transportation - Parking of vehicles, off street, in connection with a permitted use	Add a footnote: [“vehicles and trailers associated with home offices or similar uses including any that carry commercial signage larger than 2’ x 2’ on each side, or visible tools or equipment, must be parked on the	P	P	Size of signs on a vehicle must be determined – what is stated is an example.

Page	Section	Text	RA	BRDT	Notes
		residential lot behind screening, inside a garage, or by other means so that such vehicles are minimally visible from public roads.”]			
14	(3) Commercial	Antique shop in an [one] accessory building operated by a resident is permitted.	SE [P]	SE [P]	One accessory building permitted. Additional accessory building by SE
14	(3) Commercial	Home occupation in an [one] accessory building operated by a resident is permitted.	SE [P]	SE [P]	One accessory building permitted. Additional accessory building by SE
15	(3) Commercial	Craft, Artisan or Photography Studio in an [one] accessory building operated by a resident Any accessory building requires a Special Exemption.	SE [P]	SE [P]	One accessory building permitted. Additional accessory building by SE

ZO – Section 7. Off-Street Parking and Service Requirements

Page	Section	Text	Notes
19	C. Number of Spaces Required for Specific Uses (3)	Each office use, including professional offices, but excluding medical practitioners, shall provide one (1) parking space for each two hundred (200) square feet of office space. [non-resident employee.]	Remove requirements based on square feet of office space.
19	C. Number of Spaces Required for Specific Uses (6)	Each commercial use devoted to retail sales shall provide two (2) parking spaces for each five hundred (500) square feet of floor area devoted to the use, plus one (1) space for every two (2) [non-resident employees.] employees who do not reside on the premises.	Remove requirements based on square feet of commercial space.

ZO – Section 9. Building and Use Permits

Page	Section	Notes
27	B (2) Contents of Application for Building Permit (b)	The Building permit form should be modified to require each applicant to identify when a new building or addition to an existing building will block a neighbor’s view. While zoning restrictions do not address blocking scenic views, the building permit applicant would be asked to clarify why closing off a view for neighboring properties is the preferred solution, why no other solution

Page	Section	Notes
		is feasible. The application would then be evaluated by the Planning Commission for compliance with all zoning requirements, followed by a recommendation to the Mayor and Commissioners for approval or modification.
27		Barnesville’s method of preserving trees and forests has, to date, been through the Forest Conservation Ordinance. Today, with more emphasis on climate change and environmental protection, this Plan suggests the Town develop added strategies for emphasizing the value of and protecting trees because, for example, Shade on houses reduces demands for energy Trees provide wildlife habitat and sequester carbon They add beauty to the Town Plus, many other advantages. The Building permit and the Forest Conservation Ordinance should be updated to reflect this emphasis.
28	(3) Contents of Application for Use Permit	It is recommended that a formal Use Permit be developed and used.

ZO – Section 11. Special Exceptions

Page	Topic	Text	Notes
29	B. Rules and Procedures	Within this section, add the following text after statement that the Board shall have authority to adopt rules of procedure: [The Board’s Procedures shall include the circumstances that allow an applicant to request an expedited Special Exception as opposed to a Standard approval. The goal for expedited procedures is to simplify filing requirements for residents who meet all standards for the zoning use under consideration.]	

Subdivision Ordinance Updates

This Chapter lists recommended changes to Barnesville’s Subdivision Ordinance (SO).

Key:

Insert = **[text to be inserted]**

Delete = ~~text to be deleted~~

SO – Section 1. Definitions

Page	Definition	Text	Notes
2	Add - definition for Site Plan	<p>[A site plan is an architectural plan, landscape architecture document, and a detailed engineering drawing of proposed improvements to a given lot. A site plan is required prior to receiving a building permit whenever listed among the conditions for approval of a Preliminary Plan and Record Plat.</p> <p>The site plan must include, at a minimum: property lines, easements, topography, adjacent public road(s), existing and proposed structures with, size, height, design and setbacks for buildings, location of well and septic, areas to be landscaped, stormwater and sediment control plans, location and dimensions of hard surfaced areas including driveways, parking and other areas.]</p>	<p>This term is not currently defined in Ordinance.</p> <p>Goal is to allow Site Plan approval to be a condition of Preliminary Plan approval when the Planning Commission deems it to be consistent with the purposes of the Ordinance and in best interests of the Town.</p>
2	Add - definition for Pedestrian Path or Bike Path	<p>[A strip of land intended for walking and/or biking by members of the public, granted by easement to the Town when required by the Planning Commission as a condition of Preliminary Plan approval.]</p>	<p>This term is not currently defined in Ordinance.</p> <p>The Town’s Comprehensive Plan may identify a recommendation to improve opportunities for walking/biking. The Planning Commission may require a new Preliminary Plan approval to grant an easement for public use.</p>
2	Add definition of Accessory Dwelling Unit (ADU).	<p>[An ADU is a small, self-contained living unit that typically has its own kitchen, bedroom(s) and bathroom space. It can be located within the</p>	<p>This term is not currently defined in Ordinance.</p>

Page	Definition	Text	Notes
	(Alternate term used in Zoning Ordinance is Accessory Apartment)	walls of an existing or newly constructed single-family home or can be an addition to an existing home. It can also be a freestanding accessory building (e.g., a cottage) on the same lot as the principal dwelling unit or a conversion/addition within a garage.]	A new requirement for Preliminary Plan submissions will include the expectation that applicant show parcels that include both a main house and an ADU.

SO – Section 10. Plat Specifications; Information to contain;

Page	Topic	Text	Notes
7	Section 10 - Specifying signatures on Plat Submissions Also, Section 12, - same signatures needed	Such plats shall be made or drawn upon tracing linen or parchment of the uniform size of eighteen inches by eighteen inches, shall contain the [signatures of surveyor, landowner, and bank. (In the alternative, the landowner may provide proof that land has no mortgage or lien amount due.) Plat will contain] directions and distance....	Ordinance lacks specifics of who must sign a plat.

SO – Section 29. Preliminary Plans — Filing and Specifications

Page	Topic	Text	Notes
18	Section 29. Preliminary Subdivision Plans – filing and specifications	In section (d – 11) Graphic representation of subdivision, [the submission must how, on each lot for residential use, the approved well and septic capacity will be divided between a main house and an accessory dwelling unit on that lot. If the capacity on a lot cannot be so divided, the applicant must state justification for not including an ADU on that lot.]	The goal of this requirement is to increase the availability of smaller dwelling units within the Town.
19	Filing of Plan	The subdivider or his/her agent shall file fifteen [ten] copies of the preliminary subdivision plan with the Planning Commission including one which shall be in the form of a reproducible drawing	Experience has shown that fifteen copies is excessive. The Planning Commission can request more copies from applicants if needed.

SO – Section 31. Final Record Plats — Specifications

Page	Topic	Text	Notes
27	Section 31 (b) Specifications	The final subdivision record plat shall be clearly and legibly drawn in black India ink on tracing cloth, [mylar sheet, or other materials as set forth by County Land Records Office.]	The Land Records Office of Montgomery County has updated procedures and now requires plats on mylar sheets. Plat submission specifications may change in the future, so the Town's more general wording as proposed will apply both to present and to future cases.
32	Section 32 (e) Signing and reproducing of Plats (5)	The original tracing of each plat so recorded shall be filed with the Planning Commission [Town Clerk] and shall remain there at all times.	The Town Clerk maintains all official Town records in the Town Offices.

Note that on Page 24, Sec 30 (d) (5), there is a typo that should be corrected. The word in Ordinance is “competed” but should be “completed”.

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Chapter 10. Barnesville Supports Maryland's 12 Visions

In 2009, Maryland created 12 Visions that lead to strong policies for growth and development. Every jurisdiction within the State is expected to include these Visions within our local plan, and to implement them through zoning ordinances and other regulations. This chapter lists the 12 visions and points to where, within this Plan, The Town of Barnesville supports each vision.

1. Quality of Life and Sustainability - see Chapter 3
2. Public Participation - see Chapters 1 and 2
3. Growth Areas - see Chapters 6 and 7
4. Community Design - see Chapter 2, 5 and 7
5. Infrastructure - see Chapter 2 and 5
6. Transportation - See Chapter 4
7. Housing - see Chapter 6
8. Economic Development - see Chapter 7
9. Environmental Protection - see Chapter 3
10. Resource Conservation - see Chapter 3
11. Stewardship - see Chapters 1 and 3
12. Implementation - see Chapter 8 and 9

The State of Maryland has begun working with all State departments and agencies to make the 12 Visions a reality. We encourage all Barnesville residents to monitor progress by the State, and read details here: ["A Better Maryland."](#)

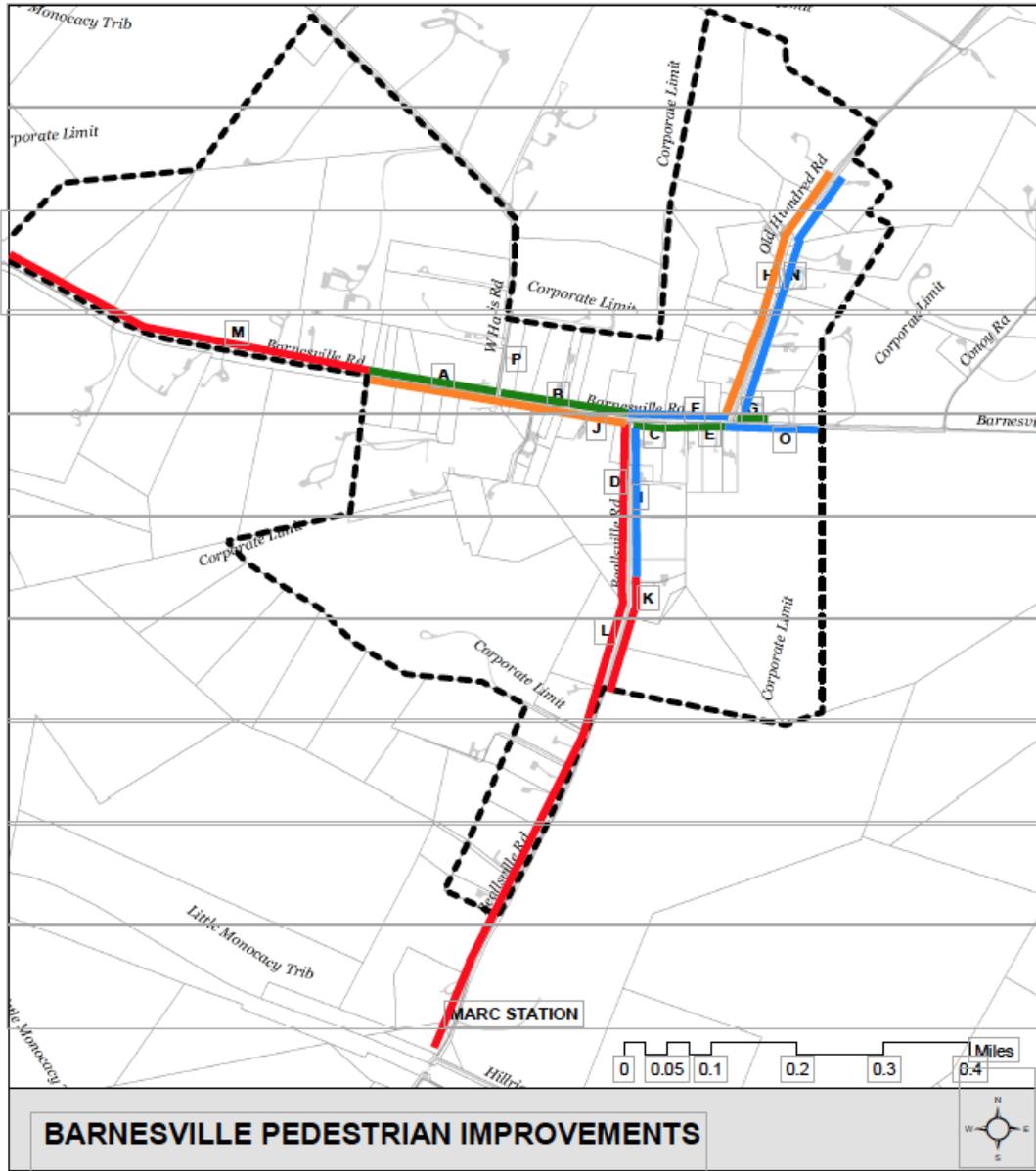
This Plan notes as well that Montgomery County Government, through its Department of Planning, is anticipating the future through ["Thrive Montgomery 2050."](#) At this time, planners have identified three outcomes that will be pursued in a new County-wide Comprehensive Plan, to be adopted by the County a year (or two) from now. These are outcomes that the Town of Barnesville supports in this Plan:

1. *Economic Health. Montgomery County will have a forward-looking economy that is strong and competitive, with a variety of stable and well-paying jobs.*
2. *Community Equity. Montgomery County will be a place where all residents, regardless of race, age, religion, ethnicity, national origin, income, physical ability or gender, have equal access to affordable housing, healthy food options, parks and open spaces, facilities and services, employment opportunities, a quality education and a variety of mobility options.*
3. *Environmental Resilience. Montgomery County will be prepared to address the threats of climate change and use the best available strategies to protect both built and natural resources to allow them to be enjoyed by future generations.*

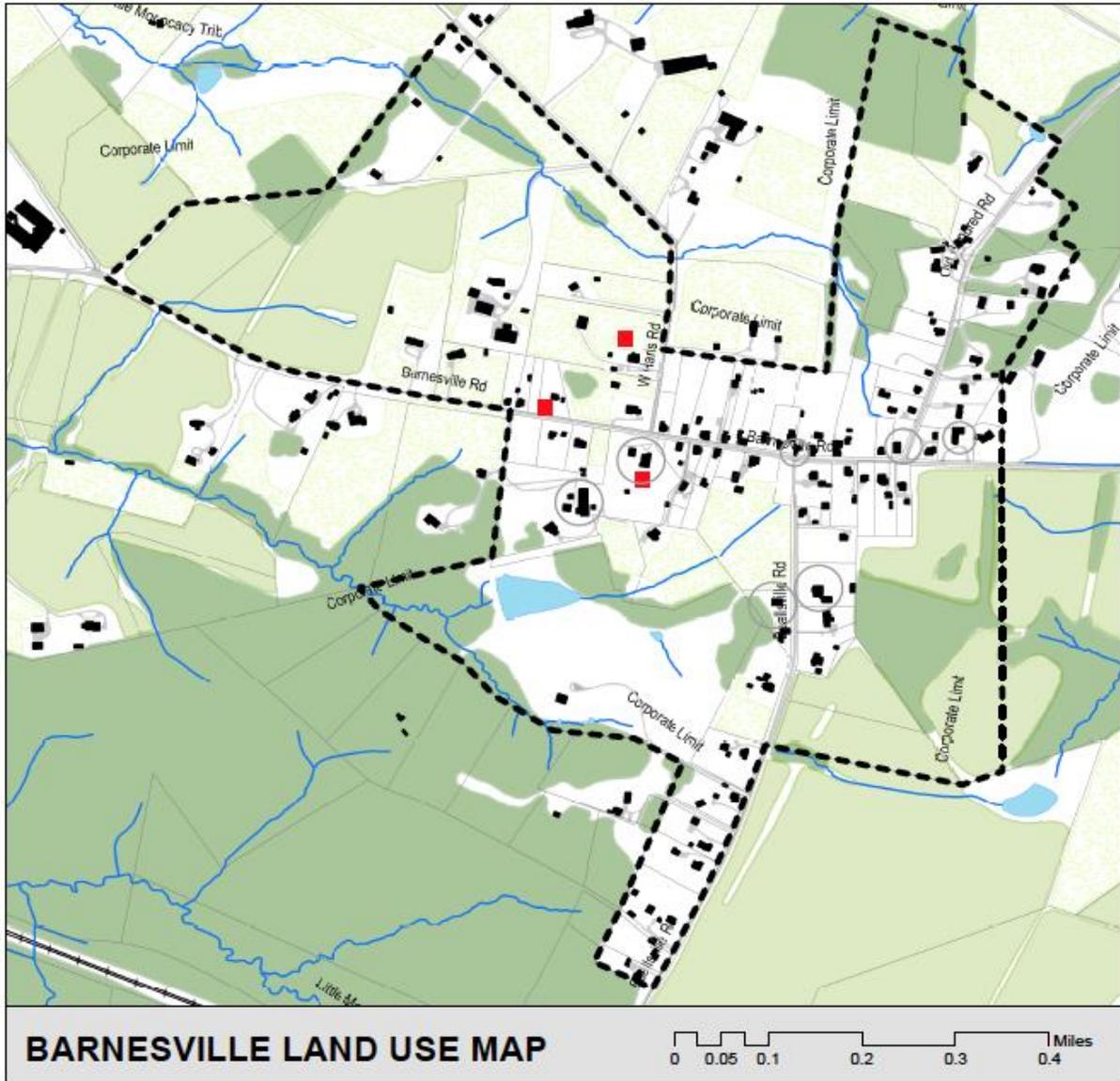
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Maps

Sidewalks

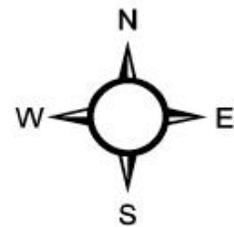


Land Use Map

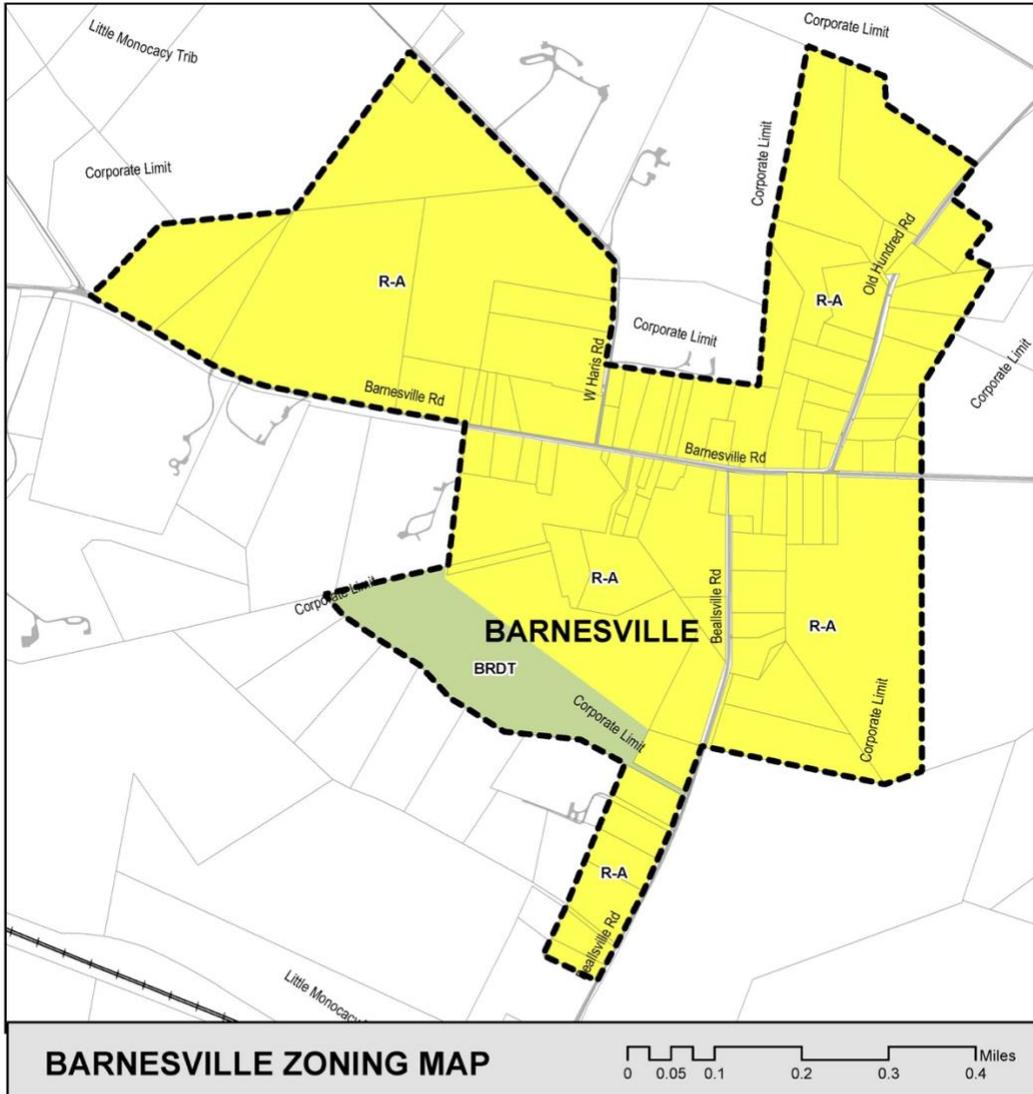


Legend

-  Buildings
-  Commercial, Religious, Public Uses
-  Agricultural Pasture Land
-  Agricultural Farm Land
-  Forest
-  Cemeteries

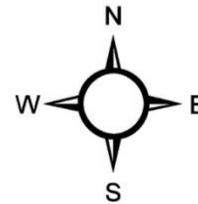


Zoning Map

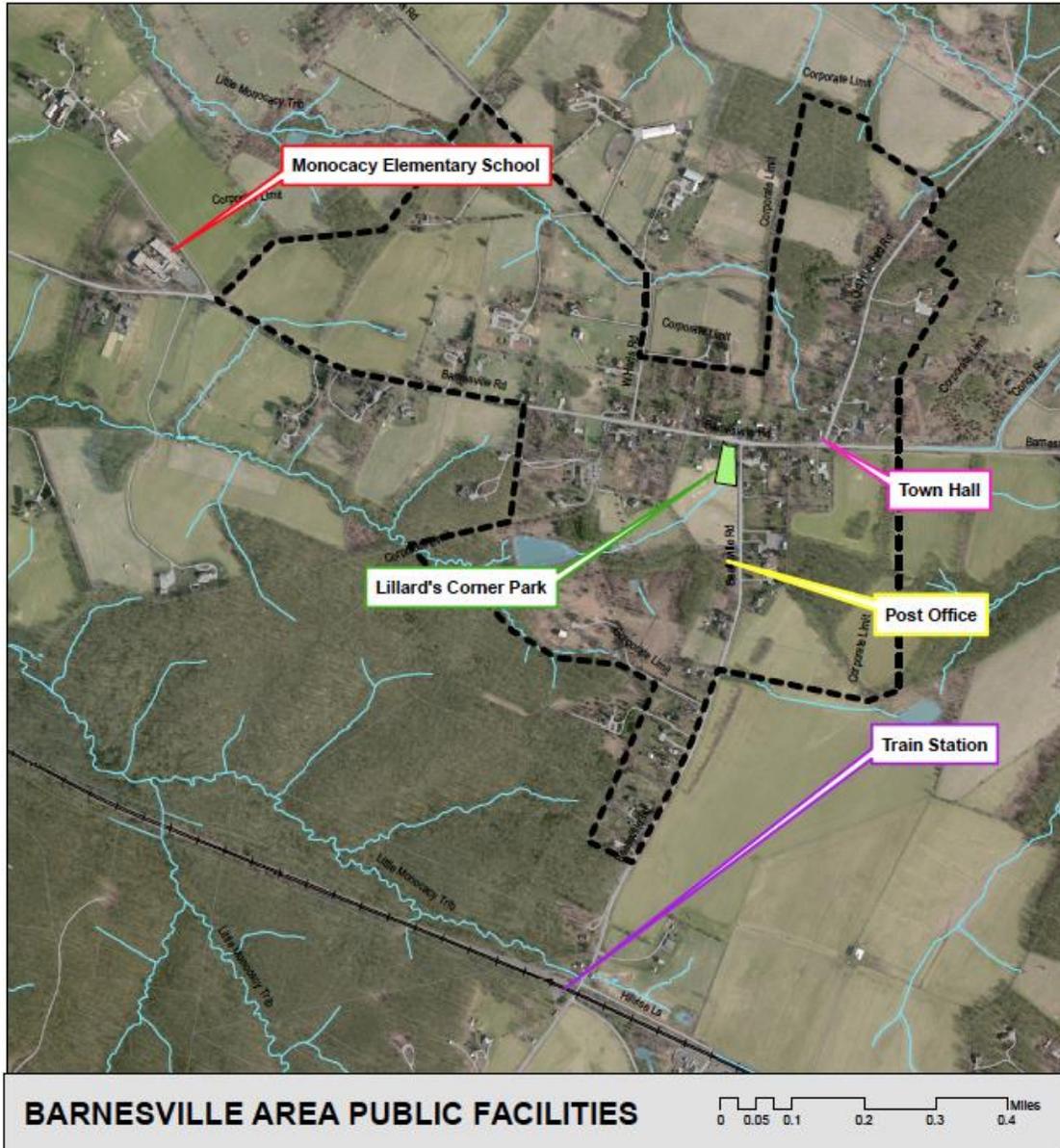


Legend

-  Barnesville Rural Density Transfer BRDT
-  Rural - Agricultural R-A

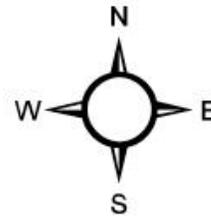


Public Facilities

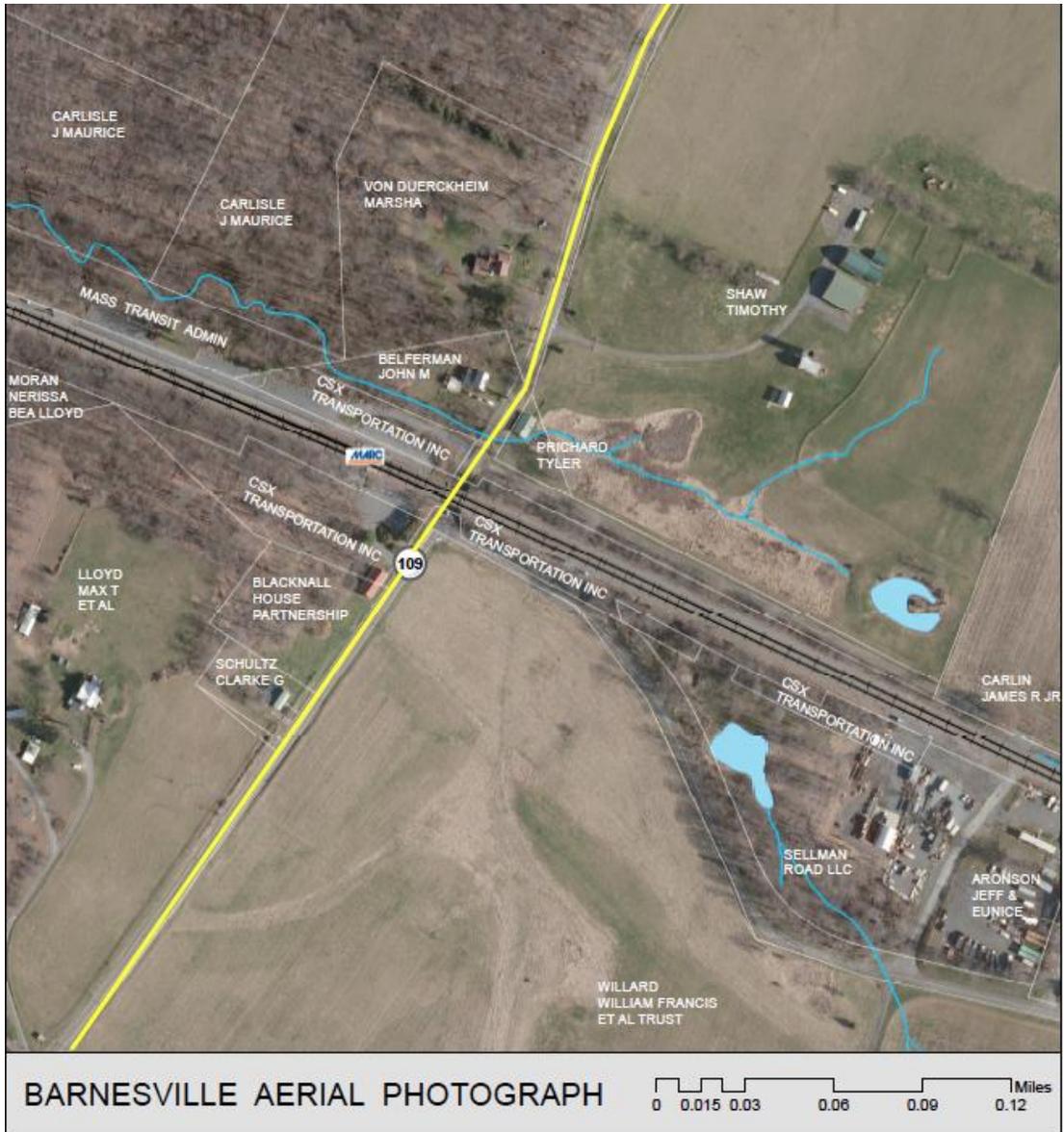


Legend

- Monocacy Elementary School
- Post Office
- Town Hall
- Train Station
- Lillard's Corner Park

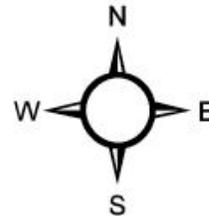


MARC Station Vicinity Parcels



MARC STATION VICINITY 2017

-  **MARC Station**
-  **Property Ownership**



The Town of Barnesville gratefully acknowledges the assistance we received from Planning Staff at:

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
8787 Georgia Avenue, Silver Spring, MD 20910

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Appendix 1. Barnesville's History

History records that the first settlers of Montgomery County were a class of educated gentlemen with cultured families seeking freedom of thought and action and contributing to the refinements and aesthetic features of the social life, which they had abandoned. During the years prior to its incorporation, Barnesville's early residents reflected this industrious and progressive class. In addition to numerous homes and scattered farms, the Town boasted a store, blacksmith shop, tannery, doctor's office, furniture dealer, several taverns, the "Barnesville Academy," and a magistrate who held court in his parlor.

True to any historic community, Barnesville was touched and shaped by war and its veterans. One of the early inhabitants of the town was Captain James Gleeson. He served with distinction in the Revolutionary War and was the hero of a hundred Indian battles. Severely wounded in the right knee during battle, he scorned to receive the small pension offered him by the government for his meritorious services. He died in his log cabin, convinced that republics are ungrateful. Later, Civil War soldiers marched and skirmished in the streets of Barnesville in the battle to control the Sugarloaf Mountain area.

Barnesville's early residents obviously shared a common, yet denominationally varied, Christian faith. St. Mary's Catholic Church was organized and built in 1808. Originally a frame building, the structure was completed destroyed by fire on July 14, 1900. After prompt reconstruction, the existing brick structure still serves the western upper Montgomery County parishioners. The Barnesville Baptist Church was erected around 1869 and formally established in 1871. This example of nineteenth century rural architecture structure retains its steep gabled roof and white clapboard exterior today. Over the years, the congregation has steadily grown from 26 to over 100 members. The Methodist Episcopal Church was a two-story frame structure built in 1843. Although the building no longer stands, the burial ground is still evident. The Protestant Episcopal Church was built in 1878 and, although no longer used as a place of worship, still stands with an identifying sign.

In May of 1888, the Governor of Maryland approved and created a body corporate by the name of "The Commissioners of Barnesville, which has all the powers and privileges of a body politic and could sue, and be sued, plead, and be impleaded, and have a common seal."

On May 7, 1888, Dr. R. Vinton Wood, William T. Hilton, Richard T. Pyles, Nathan E. Miles, and Charles S. Nichols were voted the First Commissioners. Miles and Pyles resigned and were replaced, at special election, by John W. Brown and Leonard I. Hays. Some of the first order of business included assessment of taxable property, established at \$0.10 on each \$100.00; setting remuneration for the Clerk at \$20.00 per year and the Bailiff at \$10.00 per year; and preparing draft by-laws and ordinances. The original ordinances prohibited careless riding or driving in the streets, litter, wood, or obstructions on the streets or sidewalks, playing ball in the

streets or on sidewalks, use of profane language, livestock running loose, pigsties, stables, cowhouses, or dung heaps near the streets, destruction of shade trees, or destruction of Commissioners' notices. The First Commissioners of Barnesville diligently supervised the building of sidewalks constructed of oak boards and other lumber. They ordered ditches to be cleaned, gutters opened, the prohibition of liquor sales, including cider, and Sunday sales. In 1890, the Ladies of Barnesville raised enough money to buy five streetlamps. Authority to buy and plant posts was passed, and the Bailiff was charged with keeping the lamps filled with oil, lit, cleaned and repaired.

As the Town and the County developed, the Acts of Incorporation were necessarily amended which sophisticated and enhanced the local government. One such amendment provided that funds were to be collected and dispersed by the County for road repairs within the Town.

Barnesville continued to thrive during the early 1900's. The wooden sidewalks were continually repaired until 1910, when concrete sidewalks were laid. The first telephone was installed in 1909 and was a party line between three residences and the community store.

Little activity is recorded during the 1920's. Few meetings were held by the new slate of Town Commissioners and taxes were repealed for a short time and later exempted for residents. Sidewalk and gutter repairs continued. On August 7, 1925, the Town Hall was established for the purpose of provided "a hall for social intercourse, entertainments, and public meetings of religious, political or social nature." This hall, complete with stages, served many years for plays, dances, suppers, and town voting polls until it closed in 1954. Across from the Hall, in the home at the corner of Barnesville Rd. and Rt. 109, was a two-room school for grades one through seven. In 1939, when there were just twelve students, the school was closed, and the students sent to Poolesville on a special bus that the parents requested of the school system.

The school building later became the home of the Jeffers family. This was the home of Julia Jeffers who served as the town clerk for forty years, 1953-1993. Town meetings were held in the living room during her tenure as Town Clerk.

Potomac Edison installed lights in the Town Hall in 1931 and later, in 1939, the same company installed five electric streetlamps. Each resident who had a light in front of his or her home paid for the electricity.

The tragedies and triumphs of World War II greatly influenced the lives of Barnesville citizens. Ration stamps were presented at the community store, aluminum recycling was vogue, and no one drove a "new" automobile. The Town installed an air raid siren and appointed a chief air raid warden. Black fabric became a standard window dressing. By the end of the war, Barnesville had elected its first female commissioner and the Board set about promoting traffic safety by having speed limit and other traffic signs erected. During this period, the Town Hall was sold to the Lions Club and many parties and dances continued to be enjoyed there. Later

the Lions Club transferred the structure to the widow of a retired Baptist Church minister. It was her family who converted the Hall to a residence.

In the years since World War II, the Town has become less a rural community, and more a bedroom community, with many of its citizens working elsewhere in the county. The Town had previously nearly always had two or more physicians, small businesses, and other activities, but these tended to disappear as the automobile permitted a wider area of services.

Meanwhile, the County government has also expanded, and the Montgomery County Planning Board has developed a variety of Plans and documents relating to Barnesville. One such document, written in the 1980s, by the [Sugarloaf Regional Trails Organization](#). It documents a variety of "trails" or sites of historic interest in the area surrounding Sugarloaf Mountain. This document includes a number of references to Barnesville houses of some historic interest, primarily those constructed by the Hiltons in the 1800s. With minor revisions to bring this document more up to date, these properties are described as follows in a way that gives flavor to the town history. The information below is excerpted from the "[Barnesville Town and Surround Trail Guide](#)."

The Hilton Buildings in And Around Barnesville

This bicycle circuit tour of approximately 10.5 miles in and around Barnesville takes the visitor to three churches and a number of private homes built by a notable rural craftsman who flourished in upper Montgomery County from the Civil War period to the early years of the present century. It illustrates how the largely unschooled but skillful master builders of the 18th and 19th centuries were able to leave a clear and enduring imprint on rural America.

William T. Hilton, whose work is seen on this tour, was born in 1829 on the western outskirts of Barnesville and died 80 years later in Barnesville town. He did all his work within a few miles' radius of his birthplace. No record exists of when or with whom young Hilton undertook his training as a carpenter. Presumably he began early, at 12 or 14, and since he lived at home, he must have learned his trade from one of the builders then living in the Barnesville area. "Builder's books," with plans and details of currently fashionable architectural designs, were the country builder's substitute for advanced training. Hundreds of such books were in use in the mid-19th century.

By 1850 young Hilton was 21 and must already have become a journeyman, for late that year he married, and soon after left Barnesville to seek a career as master builder in the "Mouth of Monocacy" area (present-day Dickerson). Big commissions began to come his way in 1861 with the construction of the Sugar Loaf Mountain Methodist Chapel, and when the Civil War began, he purchased for \$150 an exemption from the draft so as to ensure the support of his growing family.

In keeping with a widespread rural practice of that day, Hilton became an undertaker as well as a carpenter. The two occupations were then more closely and naturally allied than is the case today, for coffin making rather than embalming was the undertaker's principal function. Toward the end of the century undertaking became an increasingly important part of William Hilton and Sons' business. The trail begins and ends in Barnesville where parking is available at the Hilton Shop and at St. Mary's Church. All the houses are privately owned; please respect the owners' privacy.

Hilton Shop (Christ Chapel) This 19th century church building, the starting- point of the tour, has been used for the past 30 years as a cabinetmaker's workshop and storage shed by the descendants of William T. Hilton, its builder. The building contains some of his account books and many of the woodworking tools he used. A signboard over the entrance reading "William Hilton and Sons-Carpenters and Undertakers," formerly hung on Hilton's woodworking mill nearby and was placed here when the old mill was demolished. The character of this historic building and its significant records and artifacts strongly support the hope that a small museum can be established to preserve and interpret them. The building is a simple, mid-Victorian structure, devoid of embellishment and characteristic of rural ecclesiastical architecture of this type and period. The stained-glass altar windows donated by the Belt and the Hays families can still be seen in the western wall.

When the first settlers arrived in the Barnesville area about 1750, and for many years afterward, the nearest Episcopal Church was Monocacy Chapel, later called St. Peter's, at what is now Beallsville. During the Civil War Monocacy Chapel was desecrated and damaged beyond repair. The people of Barnesville therefore petitioned the Bishop for a "chapel of ease," whose cost of maintenance they promised to assume. In 1872 Mrs. Eliza Hays and her daughter Mary donated land for the chapel.

The chapel, designated Christ Church, was consecrated December 19, 1878. It was served by pastors of the parish church, St. Peter's Church of Poolesville, until World War II. By that time its condition had greatly deteriorated, and its congregation was much reduced. Accordingly, the wardens and vestry, with the consent of the Bishop of the Washington Diocese, sold it to William B. Hilton, grandson of the builder.

St. Mary's Catholic Church This red-brick Victorian Gothic church at the west end of Barnesville (parking available) was built by Hilton in 1900, replacing a wooden structure that had burned the year before. The brick church is the third church built on this site, a parish seat since 1741 when the Carroll family donated land to establish a meeting place for Catholics in the area. Its styling, which includes a leaded glass rose window above the double entrance door and a Romanesque campanile, was probably based on a then-current architectural pattern book. The interior furnishings likewise follow fashions of the day.

St. Mary's and the Thomas White house (the last stop on the tour) are the only two buildings in the Barnesville area rendered in an academically identifiable style. Almost all others are variations on building types characteristic of the region.

Lawrence Hilton Price House (Barnesville Post Office) Just east of the church is the Price residence, which served for more than 20 years as the town post office. Built before William Hilton's day, it is of interest for its long association with him and his family. The original part of the house was built probably about 1835, when John Poole senior purchased the property from William S. Hays. John Hilton, father of the builder, purchased the property in 1847, and when William returned to Barnesville after the Civil War to establish his woodworking mill, he and his family settled down at his father's place. In 1867 his father turned over the property to him in exchange for a life tenancy. The additional room that houses the post office was completed about 1900.

Mary Morningstar House Across the street from the Post Office stands the house owned by Miss Mary A. Morningstar, a former mayor of the town who was for 50 years a teacher in the county school system. In the late 19th century William Hilton constructed an elaborate Victorian addition to the basic structure, which dates from 1824. A two-story porch stretches across the front of the older (right-hand) portion of the house. Ornate carved columns support the upper level, which is enclosed with latticework.

Other notable houses in Barnesville dating back to the middle of the last century may be associated with Hilton, but lack documentation. Pre-eminent among these is the Dr. Joseph H. Stonestreet house, on the north side of the road just to the east of Miss Morningstar's home, constructed in 1861 for Richard Hays.

Hays House One of the area's oldest homes, possibly 18th century, is the Leonard Hays house, on the south side of the road near the intersection of the road to Beallsville. Hilton is credited with building the front part of this ell-shaped frame house, believed to have been completed in 1890. He may also have made the characteristic renovations to the earlier rear section. In building the addition, Hilton followed the simple lines of the earlier part, thus successfully marrying the two building periods.

The interior of the Hays house is in the Hilton style, with a curved stairway and rail, heavy Victorian wood trim of doors and window openings, heavy plaster ceiling ornaments, and Victorian marble mantels.

Thomas O. White House Across the street to the east of the Hays house, on the corner of Main Street and Route 109 from Beallsville, is a large two-story frame house built by Hilton in 1903 for Thomas O. White. It is the last house, and one of the best, known to have been built by Hilton, being completed just five years before his death.

The modified Eastlake styling of the house shows an attempt to follow currently fashionable building styles, and is far different from the spare, simple style with which Hilton worked in the mid- 1860's. In addition to the architectural interest of the over-all plan and styling, notable features include the Federal-style garlands below the 'C,' cornice of the projecting bay, and a Georgian style window over the entrance door. Later renovations by other hands have kept the White house a comfortable and attractive residence.

The interiors are more elaborately finished than in the structures Hilton built in the immediate post-Civil War period. Archways connecting rooms are supported by Doric columns fashioned of chestnut. Chestnut is also used for the wainscoting.

There are also numerous other locally written books and pamphlets that describe different aspects of Barnesville's history.